

(Copy).

APPENDIX C.

BALDWIN LOCOMOTIVE WORKS,

BURNHAM, PARRY, WILLIAMS & Co.,

PHILADELPHIA, 13th December, 1880.

DEAR SIR,—Your valued favour of the 10th instant is at hand this day, respecting "Consolidation" locomotives for the Quebec and Lake St. John Railway. We note that this road is to have maximum grades of 80 feet per mile, each not exceeding two miles in length, in the direction of the heavy traffic, and maximum grades of 132 feet per mile, each not exceeding two miles in length, in the direction of the light traffic. We also note that the rails are of steel, 50 lbs. weight to the yard.

We agree with you in recommending for the service of this road locomotives of the "Consolidation" pattern having cylinders 20 inches by 24 inches, and weighing, in working order, about 100,000 lbs., of which about 88,000 lbs. would be on the driving wheels. We would recommend, however, the use of driving wheels not less than 45 inches in diameter, and it is our practice to use 50-inch wheels on these engines. As there would be a weight of only about 11,000 lbs. resting on each driving wheel which is no more than that on each driving wheel of the ordinary 16 x 24-inch American pattern passenger locomotive, we think the track could carry such an engine without damage.

We enclose printed accounts of the performance of similar locomotives on grades ranging from 23 to 68 feet per mile. We estimate that a "Consolidation" locomotive having 88,000 lbs. on driving wheels could haul a load of 465 gross tons of cars and lading up a grade of 80 feet per mile, or 275 gross tons of cars and lading up a grade of 132 feet per mile, exclusive of the resistance of curves, track and cars being in good condition.

Very truly yours,

BURNHAM, PARRY, WILLIAMS & CO.

A. L. LIGHT, Esq.,

Engineer-in-Chief, Government Railways,
Quebec.*"Consolidation" Engine.*

This engine has four pairs of driving wheels of 4 feet in diameter, with a Bissel or radial truck; cylinder 20 x 24 inches; weight of engine, in working order, about 100,000 lbs.; weight on driving wheels, about 88,000 lbs., weight on each wheel, about 11,000 lbs. Capacity—Can haul 465 gross tons of cars and lading up a straight grade of 80 feet per mile, and 275 tons of cars and lading up a straight grade of 132 feet per mile.

"Mogul" Engine.

This engine has three pairs of driving wheels of 4 feet 6 inches diameter, with a four-wheeled truck; cylinders 18 x 24 inches; weight of engine in working order, about 80,000 lbs.; weight on driving wheels, about 66,000 lbs.; weight on each wheel, about 11,000 lbs. Capacity—Can haul about 340 gross tons of cars and lading up a straight grade of 80 feet per mile, and about 200 gross tons of cars and lading up a straight grade of 132 feet per mile.

Edgar versus Caron.

APPENDIX D.

Quebec and Lake St. John Railway—Abstract of Curves from Quebec to Lake St. John.

Number of Curves.	Miles in Length.	Radius.	Deflections.	Number of Curves.	Miles in Length.	Radius.	Deflections.
3	0.53	600	268.30	1	0.12	2,050	18.25
20	3.06	700	1,322.30	1	0.19	2,200	27.00
1	0.14	764	57.15	1	0.15	2,292	27.46
5	0.67	800	253.30	1	0.24	2,500	8.00
1	0.08	819	29.20	2	0.60	2,600	77.15
1	0.11	900	38.00	21	6.98	2,800	755.45
5	0.86	955	273.24	8	2.05	2,865	199.33
76	12.09	1,000	3,672.35	1	0.68	3,820	54.22
2	0.42	1,146	111.00	1	0.46	4,912	28.00
6	1.12	1,200	282.15	1	0.27	5,000	13.00
120	19.84	1,400	4,276.10	1	0.17	5,730	9.00
7	1.25	1,433	264.28	1	0.37	9,850	11.00
5	1.19	1,600	226.00	2	0.95	10,000	29.00
3	0.92	1,800	153.45	2	0.17	11,459	7.00
7	1.60	1,910	268.28				
38	7.72	2,000	1,168.30	344	65.00		13,939.46

RECAPITULATION.

Miles of curvature.....	65
Miles of tangent.....	114
Total.....	179
Curvature per mile.....	778.49
Percentage of curvature.....	9.36

Exhibit "L J" 12, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R.C.

To the Honourable Sir CHARLES TUPPER,
Minister of Railways and Canals.

The petition of the undersigned respectfully represents:—

That the county of Chicoutimi contains more than 5,000,000 acres of land fit for cultivation, and that the valley of Lake St. John alone can maintain a population of several hundreds of thousands. That in view of its extent, its resources and its fertility, that valley is destined to become the granary of the province of Quebec. That unfortunately the colonization of that vast territory is impeded and even paralysed by the lack of free communication with the great centres.

That the Dominion Government is not unaware of the importance of that tract of country, and of the advantages offered by it for colonization, having already granted a subsidy to assist in the construction of a railway from Quebec to Lake St. John.

That the progress of colonization in the valley of Lake St. John would be much more rapid and effective if there was also a railway from Lake St. John to Chicoutimi and St. Alphonse, and that, in fact, the construction of such a railway is indispensable to the thorough opening of the whole Saguenay and Lake St. John district for colonization.

That such a railway, passing through a large part of the county of Chicoutimi, would especially favour the colonization of the territory lying to the north of Lake St. John, and would connect the whole valley with two important parts of the River Saguenay—the town of Chicoutimi, the county seat, and St. Alphonse.

That, further, such a railway, which would connect with the Quebec and Lake St. John Railway, would connect the whole county of Chicoutimi, throughout the year, with the city of Quebec, and during six or seven months of the year with the Intercolonial Railway at Rivière du Loup, and also with nearly all the counties on both shores of the St. Lawrence below Quebec, and with Quebec itself, by means of a regular line of steam vessels from Chicoutimi. That the length of the railway would be about 48 miles from Lake St. John to Chicoutimi, and ten miles more to St. Alphonse.

That at the last session of the Legislature of the Province of Quebec a company was incorporated under the name of The Saguenay and Lake St. John Railway Company, by a special Act then passed.

That that company has already had a complete survey made from St. Alphonse to Lake St. John, and that an advantageous line has been found.

That your petitioners venture to hope that, in the interests of colonization and of trade, the Dominion Government will, during the present session, make a sufficient grant to ensure the construction of the railway.

J. A. GAGNÉ,
J. E. A. DE ST. GEORGES,
and 30 other names.

OTTAWA, 1st March, 1884.

Exhibit "LJ" 13 for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R.C.

QUEBEC AND LAKE ST. JOHN RAILWAY.

QUEBEC, 19th July, 1884.

A. P. BRADLEY, Esq.,
Secretary Department Railways and Canals, Ottawa.

SIR,—I am directed to enclose, for the information of the department, a copy of a resolution of the board of directors of this company, adopted at a meeting held on the 10th instant, transferring to Messrs. Ross & Co., of Quebec, the subsidy payable by the Dominion of Canada, at the rate of \$3,200 per mile, upon 10 miles of this railway, from station No. 2186 at Lake Simon, to station No. 2714, near the Rivière à Pierre.

Will you please note this transfer in your books, and acknowledge receipt?

I have the honour to be, sir, your obedient servant,

J. G. SCOTT, *Secretary.*

Edgar versus Caron.

EXTRACTS from the minutes of a meeting of the directors of the Quebec and Lake St. John Railway Company, held at Quebec, on Thursday, 10th July, 1884, at 2 p.m.

Present:

T. LE DROIT, President.
S. PETERS, Vice-President.
HON. D. A. ROSS.
R. L. VALLÉE.
T. A. PIDDINGTON.

Proposed by S. Peters, seconded by Hon. D. A. Ross,

That the subsidy of the Dominion of Canada of \$3,200 per mile for 10 miles of this railway, from station 2186, at Lake Simon, to station 2714 near the Rivière à Pierre, is hereby transferred to Messrs. Ross & Co., of Quebec, as security for advances to be made to complete the said 10 miles, with authority to them to receive payment of the same from the Government when due. And that a copy of this resolution be transmitted to the Honourable the Minister of Railways and Canals, at Ottawa.—Carried.

A true extract from the minutes.

J. G. SCOTT, *Secretary.*

Exhibit "LJ" 14; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER.
OTTAWA, 8th April, 1885.

A. P. BRADLEY, Esq.,
Secretary Department Railways and Canals.
Ottawa.

SIR,—As requested, in response to Mr. J. G. Scott's application under cover 35148, dated 15th November last, for the payment of the subsidy on the second 10-mile section south of St. Raymond, I despatched Mr. Ridout to examine the work and report. He has done so, and I submit herewith copy of his report, from which it appears that the section is not completed according to the requirements of the contract, there yet remaining to be done the formation of every embankment, and iron pipe and masonry culverts, as well as ballasting. The work executed is well done and of good class. Mr. Ridout reports considerable work done on the third 10-mile section, which would indicate an intention of further prosecuting the work. The work executed on this third 10 mile section, Mr. Ridout informs me, is very considerably in excess in value to the work remaining to be done on the second 10 mile section upon which payment of the subsidy is asked. The subsidy allotted to this second 10 mile section is \$37,027.

I have the honour to be your obedient servant,

COLLINGWOOD SCHREIBER,
Chief Engineer and General Manager Govt. Rys.
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(Copy.)

OTTAWA, 4th April, 1885.

COLLINGWOOD SCHREIBER, Esq.,

Chief Engineer Government Railways.

SIR,—In obedience to your instructions, I inspected on the 18th ult. the second ten miles section of the Quebec and Lake St. John Railway extending from the 10th to the 20th mile north of St. Raymond;

And now beg to report that the curves and gradients, as far as I could judge without actual instrumental measurements, conform to the requirements of the specification and the plan and profile of location approved by Order in Council dated 16th March, 1885.

Owing to the great depth of snow I was unable to see the exact width of the embankments, but have no reason to doubt they are of the required width of 15 feet; there are, however, some settlements which will be made up in spring. The cuttings are of the full width of 20 feet and over, except a rock one at 20½ mile, which is 18 feet, and at this a snow shed will be necessary; also another rock cutting at 22½ miles of 19 feet.

The culverts are of masonry and iron pipes under banks of 12 feet depth, the remainder being of timber. The most important bridge is one over the Black River, 15½ miles, a through Howe truss 100 feet span of good construction, resting on first class masonry abutments of stone from the Terrebonne quarries. The superstructure was about finished at the time of my visit, but the track had not then been transferred from the temporary trestle to the permanent bridge. I presume, however, that it is now in place.

The other structures on this section are as follows:—

On 11 mile—Two timber spans of 12 feet, each 12 feet high on rock foundation. 13·16 mile—One timber span of 12 feet, 15 feet high. 14½—Trestle 25 feet long and 20 feet high. At this point a stone culvert in cement 6' x 4' has been built, and the trestle will be filled in. 17 mile—Trestle 200 feet long by 20 feet high. An iron pipe 3 feet diameter, now delivered on ground, is to be put, and the trestle filled at early date. 17½—Trestle 200 feet long, 35 feet high. A dry masonry culvert 5' x 4' has been built, having rock filling on both sides; this embankment will also be completed early this season. 19·6—Temporary trestle 50 feet long, and 12 feet high, a timber structure of 12 feet, opening is to be erected at this point.

The track has been laid throughout this section with 56-lb. steel rails, having one angle and one common fish-plate at each point; the ties are of tamarack and cedar.

I was unable to see the ballasting, on account of the snow, but the engineer, Mr. Cadman, informed me that about 6 miles had been ballasted, and that the balance would be completed early in spring. I observed several very fine ballast pits, at two of which there were steam shovels, ready to commence work again as soon as the weather will permit. As most of the banks on this section are comprised of sand and gravel, of which there is a plentiful supply, the track can be put in very good condition in a month or so after the snow is off the ground.

There is a log building and turntable at Lake Simon, about the 10th mile, and four sidings between the 10th and 20th mile.

I walked two miles beyond the end of the section above referred to, as far as the Rivière à Pierre, and found a good force of men and horses at work.

Edgar versus Caron.

The grading on these two miles is well advanced. At the Rivière à Pierre there is to be a 150 feet through iron bridge, now being constructed at the works of the Dominion Bridge Company at Lachine; the foundations for the abutments are being prepared, and about one half of the stone required has been dressed and delivered on site from quarry in vicinity.

I attach hereto a memorandum handed to me by Mr. Scott, the manager of company, of the work done and force now employed from the 20th to 34th mile, together with profile thereof.

I am, sir, your obedient servant,

THOMAS RIDOUT.

QUEBEC, 19th March, 1885.

Memorandum of work done on the Rivière à Pierre 20 to 30 miles division, the 10 miles north of the section just completed.

Earth	30,000 c. yards.
Rock.....	4,000 "
Culvert masonry.....	200 "
Bridge stone prep.....	200 "
Clearing	90 acres.
Ties.....	8,000 "
Rails.....	300 tons
Fastenings.....	12 "
Large shanties—stones	14 "
Large stables.....	4 "
Small stables—shanties	9 "
Portage road built.....	25 miles.
Provision, hay, oats, dualine, Government.....	\$15,000

There are about 350 men at work on this division, with 75 horses, 4 gangs in rocks, 9 in earth, 4 clearing, and the others at culverts, &c.

This railway is undoubtedly one of the most important of those subsidized by the Dominion. Three-fourths of its length of 175 miles passes through Crown lands rich in timber, which when opened up by the railway will furnish an enormous traffic in lumber, and employment for a vast number of workmen. Although only one-third of the line is built, there are now about 1,000 men employed in lumbering, where formerly there was no employment for labour. During the past twelve months the road has transported 8,130,000 feet B.M. lumber, 3,000,000 feet square timber; 17,144 cords of firewood, 503 cars of spars, tan bark and other goods, and 50,888 passengers.

When the line reaches the vicinity of Lake St. John it will open up a rich agricultural country capable of sustaining a population of a million, and of growing wheat and all cereals to great advantage. This district has already a population of 40,000. It is to be regretted that the resources of the enterprise are so limited, as it is most desirable that the railway should be completed at the earliest date possible.

QUEBEC AND LAKE ST. JOHN RAILWAY.

ST. RAYMOND TO LAKE ST. JOHN—145 MILES.

Estimate of cost, exclusive of station buildings, workshops, water service, &c., &c., rolling stock and equipment and engineering, submitted by company, 2nd and 8th Nov., 1883—Nos. 32643 and 32691.

SECTIONS.		Estimated Cost.	Percentage of Whole.	Proportions of Total Subsidy payable on completion of each Section.
	St. Raymond to	\$		\$
1	10th mile.	152,192	7.61	35,310
2	10 to 20	150,523	7.98	37,027
3	20 " 30	165,331	8.27	38,373
4	30 " 40	119,080	6.00	27,840
5	40 " 50	131,680	6.58	30,532
6	50 " 60	117,890	5.89	27,330
7	60 " 70	116,340	5.77	26,773
8	70 " 80	124,750	6.24	28,953
9	80 " 90	185,470	9.27	43,012
10	90 " 100	149,650	7.48	34,707
11	100 " 110	112,490	5.62	26,077
12	110 " 120	127,390	6.37	29,557
13	120 " 130	133,570	6.67	30,949
14	130 " 140	132,370	6.61	30,670
15	140 " 145	72,855	3.64	16,890
		82,000,441	100.00	\$464,000
SUBSIDY 145 miles, at \$3,200 per mile.				\$464,000

Exhibit "LJ" 15, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 22nd April, 1885.

On a memorandum dated 17th April, 1885, from the acting Minister of Railways and Canals, representing that an inspection has been made by the proper officers of a further portion of the subsidize line of the Quebec and Lake St. John Railway Company between St. Raymond and Lake St. John, such portion being the second 10-mile section north from St. Raymond.

The Minister, on the report, dated the 8th and 16th inst., from the chief engineer of Government railways, to the effect that the work on this section is completed so far as to enable the section to be opened for public traffic with safety, and that the amount of the subsidy allotted thereto is \$37,027, recommends that authority be given for the payment to the company of the sum named.

The committee advise that the requisite authority be granted accordingly.

JOHN J. MCGEE,
Clerk, Privy Council.

Edgar versus Caron.

Exhibit "LJ" 16, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,

Clerk, R.C.

QUEBEC AND LAKE ST. JOHN RAILWAY,

QUEBEC, 9th September, 1885.

A. P. BRADLEY, Esq.,

Secretary Railway Department, Ottawa.

DEAR SIR,—We have transferred to Messrs. Ross & Co., by deed before notary, the subsidy payable by the Dominion upon thirty miles of this railway, from station 2714, near the Rivière à Pierre, to station 4298, opposite the island of Lake Edward.

Ross & Co. wish to authorize the Quebec Bank to draw the money, and ask us to execute a power of attorney (on your printed form) in favour of the bank for that purpose.

Should not the power of attorney be executed by Ross & Co., they being already in possession of a transfer of the subsidy?

If not, if it is to be executed by the company, will there be any objections to our stating on the power of attorney that it is for the subsidy from station 2714 to station 4298? I ask this because your printed form says no additions must be made.

As I have a meeting of the directors at 8 p.m. to-morrow, to close the matter, would you kindly wire me an answer to these two questions?

Yours truly,

J. G. SCOTT.

Exhibit "LJ" 17, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,

Clerk, R.C.

THE QUEBEC BANK, OTTAWA, 11th September, 1885.

A. P. BRADLEY, Esq.,

Secretary Department of Railways and Canals.

SIR,—I have the honour to inclose a receipt from Messrs. Ross & Co., Quebec, to be placed on file in your office. Please favour me with an acknowledgment.

I am, sir, your obedient servant,

S. PIDDINGTON,

pro Manager.

Exhibit "LJ" 18, for the Crown; filed 21st September, 1892.

GUS. HAMEL,
Clerk, R. C.

OTTAWA, 7th September, 1885.

COLLINGWOOD SCHREIBER, Esq.,

Chief Engineer Government Railways.

SIR,—In obedience to your instructions I inspected during the last week the third ten miles section of the Quebec and Lake St. John Railway, extending from the 20th to 30th mile north of St. Raymond, and now beg to report—That the curves and gradients, as far as I could judge without actual instrumental measurements, conform to the requirements of the specification and to the plan and profile of location approved by Order in Council of 16th March, 1885

- Clearing. The soil has been cleared to a width of 50 feet on each side of the centre line.
- Cutting and bank. The width of rock cutting at formation is 20 feet, the width of earth 24 feet, and embankment 15 feet.
- Culverts. The culverts are for the most part stone box, the smaller ones being built dry and the larger with Portland cement, and are of a substantial character; in the light banks timber has been used, but of which there are not many.
- Bridges. At 22½ mile—A steel through truss 150 feet clear span—the abutments of first class masonry of granite, laid on Portland cement. At 25½ mile—Steel girder, 30 feet span, masonry abutments. At 25¾ mile—Steel girder, 30 feet span, masonry abutments. These bridges were constructed by the Dominion Bridge Company and are of very ample strength.
- 28½ mile.—Trestle (temporary) 400 feet long and 16 feet average height; at this point a dry stone culvert has been built, and the whole will be filled in with solid embankment in about a fortnight.
- Permanent way. The track through this section has been laid with 56-lb. steel rails, having one angle and one plain fish-plate at each joint. The ties are of tamarack and cedar. The line has been fully ballasted up to the 28th mile, and the remaining two miles will be completed in a short time, as two ballast trains are at work; the banks, however, are composed of good gravel, and the track up to the 30th mile is in very good shape.
- Sidings. 22 mile—Two permanent sidings, in all 1,500 feet.
25 mile—Ballast siding, in all 1,000 "
30 mile—Permanent siding, in all 800 "
- At 22 mile there is a temporary engine shed for two locomotives, with tank and pumping engine and small repair shop.
- The work on the next section up to the 40th mile is well advanced; the track has been laid to the 35th mile, and it is expected to have the line fully completed to the 40th mile by the end of October.

Edgar versus Caron.

Mr. Cadman, the engineer of the company, furnished me with a profile showing the state of the work on the latter section, which I hand in herewith. Rail and fastenings sufficient to lay to the 50th mile are now delivered on the line, to which point the company expect to have the track laid before the close of the present season.

The location, however, has not been approved beyond the 31st mile, as the company have not yet re-submitted the plans and profiles. I called the attention of Mr. Scott to this, as the contract provides that the location shall be approved by the Government before work is commenced on any section. See memo, on back of No. 36422.

There are at present in use in construction 2 steam shovels, 3 locomotives, 41 flat cars and 2 box.

No station buildings of a permanent character have been erected on the section between the 20th and 30th mile, but as the country here is totally unsettled, there is, of course, no immediate use for any, and the erection of them might well be postponed until the proper sites are further developed. Station buildings.

In conclusion, I may add that this railway is now being worked for traffic by the company up to Lake Simon, a point 10 miles north of St. Raymond and 46 miles from Quebec, the whole of which, and up to the point now specially reported on, is in very good condition.

The rolling stock now in use for traffic consists of 3 locomotives, 2 first class passenger cars, 2 second class passenger cars, 2 baggage and mail, 2 vans, 8 box cars, 80 platform, 2 snow ploughs and 7 hand cars.

I am, sir, your obedient servant,

THOMAS RIDOUT.

NOTE.—For proportion of subsidy payable on each section, see report of 4th April, 1885.

(Copy.)

CANADIAN GOVERNMENT RAILWAYS,

OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,

OTTAWA, 12th September, 1885.

SIR,—Mr. Ridout has inspected the section of the Quebec and Lake St. John Railway between the 20th and 30th miles next from St. Raymond, with a view to payment of the subsidy applicable thereto. This section appears to have been constructed according to the requirements of the contract. No station buildings, however, have been erected on this section, but inasmuch as it is a dense forest, none really are wanted at present. I therefore think that under the terms of the subsidy contract, the subsidy of \$38,378 applicable to this section has been earned, and the company may be considered entitled to receive it.

I have the honour to be your obedient servant,

COLLINGWOOD SCHREIBER.

Exhibit "LJ" 19, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk R. C.

(Copy.)

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by the Honourable the Deputy Governor in Council on the 15th September, 1885.

On a memorandum dated 14th September, 1885, from the acting Minister of Railways and Canals, representing that under date the 12th instant the chief engineer of Government railways has reported to the effect that an inspection of a further ten mile section of the subsidized line of the Quebec and Lake St. John Railway has been duly made.

The Minister further represents that such section lying between the 20th and 30th miles west from St. Raymond has been built according to the requirements of the contract with this company. No stations have, however, been erected, the road passing through a dense forest where none are yet needed.

The Minister, on the advice of the chief engineer, recommends that authority be granted for the payment to the company of the amount of their subsidy apportioned to the section in question, namely \$38,378.

The committee advise that the requisite authority be granted accordingly.

JOHN J. MCGEE,
Clerk of the Privy Council.

Exhibit "LJ" 20, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

QUEBEC AND LAKE ST. JOHN RAILWAY,
QUEBEC, 21st September, 1885.

A. P. BRADLEY, Esq.,
Secretary Railway Dept., Ottawa.

SIR,—I beg to inclose notarial copies of the following transfers of subsidies payable by the Government to this company.—TESSIER, N.P.

Aug. 24th 1888. Transfer in favour of Ros. & Co., of \$70,000, out of the special subsidy of \$96,000. Statute of 1885.

Aug. 24th. Transfer in favour of Honourable J. G. Ross, as president of the Quebec and Lake St. John Railway Lumbering and Trading Co., of \$26,000 out of the special subsidy \$96,000.

Sept. 14th. Transfer in favour of Ross & Co., of \$82,000, being the subsidy upon 10 miles, from station 3770 to 4298.

Please acknowledge receipt.

Your obedient servant,
J. G. SCOTT, Secretary.

Edgar versus Caron.

Exhibit "LJ" 21, for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

QUEBEC AND LAKE ST. JOHN RAILWAY LUMBERING AND TRADING COMPANY,

QUEBEC, 10th October, 1885.

A. P. BRADLEY, Esq.,
Secretary Railway Department, Ottawa.

SIR,—I beg to inclose a copy of a resolution of the board of directors of the Quebec and Lake St. John Railway Lumbering and Trading Company, transferring to the Quebec Bank the subsidy to the extent of \$26,000 transferred to me in my capacity as president of that company, on the 24th August last, by deed before Tessier, N.P., a copy of which deed was duly forwarded to you.

Please acknowledge receipt.

I have the honour to be, sir, your obedient servant,

JNO. G. ROSS, *President.*

QUEBEC, 6th October, 1885.

EXTRACT from the minutes of a meeting of the directors of the Quebec and Lake St. John Railway Lumbering and Trading Company, held at Quebec on the 6th October, 1885 :

Proposed by E. Beaudet, seconded by Hon. P. Garneau,—

"That the portion of the special subsidy of \$96,000 voted to the Quebec and Lake St. John Railway by the Dominion Parliament in 1885, amounting to \$26,000, transferred to the Hon. J. G. Ross, in his capacity of president of this company, by deed Tessier, N.P., dated 24th August 1885, be and is hereby transferred to the Quebec Bank, as security for advance to be made to this company, with authority to the said bank to receive payment of the same when due."—Carried.

A true exact from the minutes.

Secretary.

Exhibit "LJ" 22, for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS,

OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER.

OTTAWA, 9th November, 1885.

A. P. BRADLEY, Esq.,
Secretary Department of Railways and Canals.

SIR,—Mr. Ridout has inspected the section of the Lake St. John Railway from the 80th to the 40th mile north of St. Raymond in response to the company's application for the payment of the subsidy applicable to this 10-mile section, and he reports the work to have been executed according to the

conditions of the contract, and that the road is in good running order. No stations have, however, been erected, and as the line runs through a dense forest, he is of opinion none are needed at present. The subsidy applicable to this section amounts to \$27,840, which may be claimed to have been earned.

Your obedient servant,

COLLINGWOOD SCHREIBER.

Exhibit "LJ" 23, for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL, R.C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 16th November, 1885.

On a memorandum dated 9th November, 1885, from the Minister of Railways and Canals, representing that under date the 9th inst. the Government chief engineer of railways has reported in relation to the fourth 10-mile section of the subsidized line of the Quebec and Lake St. John Railway, namely, from the beginning of the 30th to the beginning of the 40th mile north of St. Raymond, that the work has been executed according to the conditions of the contract, and that the road is in good running order ; the amount of the subsidy applicable to this section he sets down as \$27,840.

The Minister recommends that authority be given for payment accordingly.

The committee advise that the requisite authority be granted.

JOHN J. MCGEE,
Clerk, Privy Council.

Exhibit "LJ" 24, for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL, R.C.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,
OTTAWA, 11th January, 1886.

A. P. BRADLEY, Esq.,
Secretary, Department Railways and Canals.

SIR,—The secretary of the Quebec and Lake St. John Railway having applied for an inspection of the section of their road between the 40th and 50th miles north of St. Raymond, with a view to the payment of the subsidy applicable thereto, I have the honour to report that Mr. Ridout has examined the section above referred to, and reports the location to be in conformity with the requirements of the contract, and that the work executed to be well done and of good quality, except that a few wooden culverts have been introduced which is not admissible under the contract and that the following work remains to be done to complete the section :—

Edgar versus Caron.

1st. The erection of an iron bridge over the Mequiq River, a 60-feet span, the bridge being at the site.

2nd. The filling of 60 feet of temporary trestle and making up slacks in embankments.

3rd. Seven miles are only partially ballasted.

4th. That the wooden culverts require to be taken out and replaced by masonry or iron pipes.

5th. Water services not provided.

The cost of executing the works remaining to be done and the substitution of masonry for wooden culverts is estimated by Mr. Ridout at \$6,000.

I may mention that there are no station buildings erected, but as the road passes through a dense forest they will not be required for some time to come. The rolling stock provided consists of:—

- 4 Locomotives.
- 2 1st class passenger cars.
- 2 2nd class passenger cars.
- 2 baggage and mail cars.
- 2 Vans.
- 8 Box cars.
- 80 Platform cars.
- 2 Snow ploughs.

The amount of subsidy applicable to this section is:—

	\$80,582 00
Value of work remaining to be done.....	6,000 00
	<hr/>
Balance.....	\$24,582 00
	<hr/>

This balance of \$24,582.00 I consider might safely be paid.

I am, sir, your obedient servant,

COLLINGWOOD SCHREIBER,
Chief Engineer and General Manager.

Exhibit "LJ" 25, for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

QUEBEC AND LAKE ST. JOHN RAILWAY,

QUEBEC, 12th January, 1886.

A. P. BRADLEY, Esq.,

Secretary, Department of Railways, Ottawa.

SIR,—On behalf of the Quebec and Lake St. John Railway Company, I beg to make application to enter into an agreement with the Government with reference to that portion of the Quebec and Lake St. John Railway extending from its junction with the North Shore Railway to St. Raymond, subsidized by Act 48-49 Vic. chap. 59.

I have the honour to be, sir, your obedient servant,

J. G. SCOTT, *Secretary.*

Exhibit "LJ" 26, filed 21st September, 1892.

GUSTAVE HAMEL,

Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 18th January, 1886.

On a memorandum dated 18th January, 1886, from the Minister of Railways and Canals, submitting a report dated 11th January, inst., from the Government chief engineer of railways, to the effect that an inspection has been made by the proper officer of a further section of ten (10) miles of a subsidized line of the Quebec and Lake St. John Railway, namely, between the 40th and 50th mile north of St. Raymond, the location up to the 54th mile having been approved by an Order in Council of the 7th November last, and that the subsidy applicable to this section is \$80,532, but that work to the value of \$6,000 still remains to be done, he advises that the sum of \$24,532 may safely be paid.

The Minister, on the report of the chief engineer, recommends that authority be given for payment of the above amount, namely, twenty-four thousand five hundred and thirty-two dollars (\$24,532).

The committee advise that the requisite authority be granted accordingly.

JOHN J. MCGEE,

Clerk, Privy Council.

Exhibit "IJ" 27, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,

Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 28th January, 1886.

On a memorandum dated 25th January, 1886, from the Minister of Railways and Canals, submitting that at the last session of Parliament the following subsidy was voted :—

"To the Quebec and Lake St. John Railway Company, for a line of railway from its junction on the North Shore Railway to St. Raymond, upon condition of the company extending their road to a point fifty (50) miles north of St. Raymond, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$96,000."

And that under date the 12th instant the company have applied to enter into contract with a view to obtaining this subsidy, and have furnished plans of the road.

The Minister further submits a report dated 23rd January, instant, from the Government chief engineer, to the effect that the distance between the points named is thirty-one (31) miles, that the sharpest curve is found to be 7°, or 819 feet radius, and the maximum grade 132 feet per mile; further, that the road is already constructed and has been in operation several years.

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The Minister recommends that the draft agreement herewith, containing the descriptions, specifications and conditions thereof, be approved, that the location shown on the plans furnished, a copy of which is attached hereto, be also approved, and that he be authorized to sign the said draft agreement on behalf of the Government, the company having extended their road to a point fifty (50) miles north of St. Raymond, as required by the subsidizing Act.

The committee submit the same for your Excellency's approval, and they advise that the requisite authority be granted accordingly.

JOHN J. MCGEE,

Clerk, Privy Council.

A.

SPECIFICATIONS AND DESCRIPTION.

1st. The railway shall be a single track line, with gauge four feet eight and one-half inches, with necessary sidings.

2nd. The alignments, gradients and curvatures shall be the best the physical features of the country will admit of, the maximum grade not to exceed one hundred and thirty-two feet to the mile, and the minimum curvature not to be of less radius than eight hundred and nineteen feet.

3rd. In all wooded sections the land must be cleared to the width of not less than fifty feet on each side of the centre line; all brush and logs must be completely burnt, and none thrown on the adjacent land.

4th. All stumps must be grubbed out within the limits of cuttings under three feet in depth, or embankments less than two feet in height.

5th. All stumps must be close cut where embankments are less than four feet and more than two feet in height.

6th. Through settlements, the railway must be inclosed with substantially built legal fences, of wire or wood, with the necessary gates and crossings to accommodate the farmers.

7th. Road crossings with cattle guards and sign boards shall be provided at all public highways crossing the railway on a level with the rails.

8th. The width of cuttings at formation level shall be, for rock, eighteen feet; for earth, twenty feet; embankments, fifteen feet.

9th. Efficient drainage must be provided by open ditches and under drains.

10th. All bridges, culverts and other structures must be of ample size and strength for the purpose intended; piers and abutments of truss bridges must be of massive masonry, except abutments of bridge over Little River at second mile north of junction with the North Shore Railway, which may be of pine timber cribwork, filled with stone; and culverts under embankments over twelve feet in height must be of well built, strong second-class masonry or iron, made of durable and suitable materials, thoroughly permanent in character, and equal in every essential particular to the best description of like work employed in similar railway work in the Dominion. Culverts under embankments less than twelve feet in height may be of pine wood. Superstructure of truss bridges may be of wood.

11th. The rails shall be of steel, weighing not less than fifty pounds per lineal yard, of approved pattern, and with the most approved fish-plate.

12th. The railway must be well ballasted with either gravel or other suitable material. The sleepers to be eight inches face by six inches thick, and eight feet long, 2,600 to the mile.

13th. Sufficient siding accommodation, stations, tanks, turntables or Y's, and such other structures and buildings as may be necessary to meet the requirements of the traffic, shall be provided by the company.

14th. Sufficient rolling stock necessary to accommodate and conduct promptly and efficiently the traffic and business of the line shall be provided by the company.

THIS CONTRACT AND AGREEMENT, made the day of in the year one thousand eight hundred and eighty-six,—

BETWEEN Her Majesty the QUEEN, acting in respect of the Dominion of Canada, and herein represented by the Honourable JOHN HENRY POPE, Minister of Railways and Canals, of the first part, and the QUEBEC AND LAKE ST. JOHN RAILWAY COMPANY, of the second part;

WITNESSETH that whereas it is, in and by an Act passed in the session of the Parliament of Canada held in the forty-eighth and forty-ninth year of Her Majesty's reign, chaptered fifty-nine, and intituled: "An Act to authorize the granting of the subsidies therein mentioned in aid of the construction of certain railways," amongst other things, in effect enacted: "That the Governor in Council may grant to the Quebec and Lake St. John Railway Company, for a line of railway from its junction on the North Shore Railway to St. Raymond, upon the condition of the company extending their road to a point 50 miles north of St. Raymond,—

A subsidy not exceeding three thousand two hundred dollars per mile nor exceeding in the whole ninety-six thousand dollars, the said railway to be commenced within two years from the first day of August, A.D. 1885, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and to be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the company with the Government; the location of such line of railway to be subject to the approval of the Governor in Council, the said subsidy to be payable out of the consolidated revenue fund of Canada by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister.

Provided always, that the granting of such subsidy shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting the line of railway so subsidized, as the Governor in Council may determine.

AND WHEREAS the Governor in Council has duly approved of the descriptions, conditions and specifications hereto annexed, marked "A," as the descriptions, conditions and specifications for the construction of the railway from the junction of the Quebec and Lake St. John Railway on the North Shore Railway to St. Raymond, and of the location thereof.

NOW THIS AGREEMENT WITNESSETH, that in consideration of the said subsidy to be paid in the manner aforesaid, "The Quebec and Lake St. John Railway Company" covenants and agrees to and with Her Majesty, Her heirs and successors, in manner following, that is to say:—

1. That the company have already built a line of railway from the junction of the Quebec and Lake St. John Railway, on the North Shore Railway to St. Raymond, the points and route and course being shown on the map filed in

Edgar versus Caron.

the Department of Railways and Canals, marked "B," and all bridges, culverts and works appurtenant thereto, and have completed the said line of railway, bridges, culverts, and performed all engineering services, whether in the field, or in preparing plans or doing other office works, to the entire satisfaction of the Governor in Council.

2. That the company have satisfied the said Minister as to their compliance with the condition mentioned in the Act above mentioned of extending their road to a point 50 miles north of St. Raymond.

3. That the gradients and alignments are the best that the physical features of the country admit of, in conformity with the aforesaid specifications hereto annexed, marked "A."

4. That the company have furnished profiles and plans of the whole line of railway herein subsidized, such profiles and plans have been approved by the Governor in Council, and before any payments are made, the company will furnish such further returns as may be required to satisfy the Minister of Railways and Canals as to the relative value of the works executed with that remaining to be done.

6. That the company will truly and faithfully keep the said line of railway and the rolling stock required therefor in good sufficient working and running order, and shall continuously and faithfully operate the same.

7. That the company have completed the said line of railway and works appertaining thereto in all respects in accordance with the specification hereto annexed, marked "A," and upon a line of location approved of by the Governor in Council.

8. That the granting of the said subsidy shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with the said line of railway, as the Governor in Council may determine.

9. And that the said line of railway and works appertaining thereto, together with all the franchises, rights, privileges, property, personal and real, of every character, shall be the property of the company.

IN WITNESS WHEREOF, "The Quebec and Lake St. John Railway Company" have caused their corporate seal to be affixed hereto, and these presents to be signed by the president and by the secretary of the said company, and the Minister of Railways and Canals hath hereunto set his hand and caused the same to be sealed and countersigned by the secretary of the Department of Railways and Canals.

Signed by the president and by the secretary of the said company, the corporate seal of the company having been hereto affixed, in the presence of _____

Signed and sealed by the Minister and by the secretary of the Department of Railways and Canals, in the presence of _____

Minister of Railways and Canals.

Secretary

Exhibit "LJ" 28, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R.C.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,

OTTAWA, 11th February, 1886.

A. P. TRADLEY, Esq.,
Secretary Department Railways and Canals,
Ottawa.

SIR,—By the 48th Victoria, chapter 59, a subsidy was granted to the Quebec and Lake St. John Railway Company, the conditions of which are as follows, viz.:—"To the Quebec and Lake St. John Railway Company, for a line of railway from its junction on the North Shore Railway to St. Raymond, upon condition of the company extending their road to a point 50 miles north of St. Raymond, a subsidy not exceeding \$8,200 per mile, nor exceeding in the whole \$96,000."

I have the honour to report that the track is laid for a distance of 50 miles north of St. Raymond, and although the road is not absolutely at present completed according to contract, the road being in running condition for the 50 miles north of St. Raymond, it appears to me may be accepted as a fulfilment of the spirit of the Subsidy Act granting the \$96,000. At the date of the passing of the Act the section of 81 miles from the junction of the North Shore Railway to St. Raymond was completed and had been in operation some time. I therefore consider the subsidy of \$96,000 has been earned.

I have the honour to be your obedient servant,

COLLINGWOOD SCHREIBER.

Exhibit "LJ" 29, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R.C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 17th February, 1886.

On a memorandum dated 12th February, 1886, from the Minister of Railways and Canals, submitting that by the Act 48-49 Vic., cap. 59, a subsidy not exceeding \$96,000 was authorized to be granted to the Quebec and Lake St. John Railway Company for a line of railway from its junction on the North Shore Railway to St. Raymond, such grant to be conditioned on the company extending their road to a point 50 miles north of St. Raymond, and that under date the 28th of January an Order in Council was passed authorizing entry into contract for this work, and on the 10th instant such contract was duly executed.

The Minister represents that under date the 11th instant the Government chief engineer has reported to the effect that the road for the 50 miles north of St. Raymond is in running condition, and may be accepted as a fulfil-

Edgar versus Caron.

ment of the condition referred to in the Act; further, that the section of 31 miles now subsidized, extending from the junction of the North Shore Railway to St. Raymond, was completed and in operation prior to the passage of the Act. The said subsidy of \$96,000 has therefore, he considers, been earned.

The Minister recommends that authority be given for its payment to the company.

The committee advise that authority be granted accordingly.

JOHN J. MCGEE,
Clerk, Privy Council.

Exhibit "L.J." 30, for the Crown; filed 21st September, 1892.

GUST. HAMEL,
Clerk, R. C.

DEPARTMENT RAILWAYS AND CANALS,

MINISTER'S OFFICE, 4th March, 1886.

Honourable J. H. POPE,
Minister of Railways.

MY DEAR MR. POPE,—I beg to inclose to you the petition of the Quebec and Lake St. John Railway, which has been placed in my hands for the purpose of transferring it to you.

Believe me yours truly,

ADOLPHE P. CARON.

QUEBEC AND LAKE ST. JOHN RAILWAY,

QUEBEC, 2nd March, 1886.

To the Honourable J. H. POPE,
Minister of Railways, Ottawa.

SIR,—I am directed respectfully to repeat the application made to the Dominion Government on the 26th of January, 1885, that the subsidy voted to the Quebec and Lake St. John Railway may be increased to \$6,000 per mile upon the whole mileage of 180 miles from Quebec to Lake St. John. In support of this application, the directors respectfully urge the following facts:—

1. That this railway has now become an important feeder to the Canadian Pacific Railway by the recent extension of the latter to the port of Quebec.

2. That it will open up a rich agricultural and lumbering country, containing, in the area between the Saguenay and St. Maurice rivers, some 28,000,000 acres of valuable land, capable of sustaining a population of over a million, and already containing some 40,000 inhabitants, who, owing to their isolation, have not so far benefited by any of the public works or public expenditure of the country.

3. That this railway must eventually form part of a line to James Bay, opening up a territory 300 miles further south than Hudson's Bay, the value of which for fishing, mineral and agricultural purposes has been heretofore much underestimated. And for this reason the railway has an inter-provincial instead of a merely local character.

4. That the railway has already been productive of inestimable advantages to the country through which it runs; settlement and industries progressing rapidly, and lumbering operations, previously unknown in that district, now furnishing employment to some 1,500 persons, a rate of progress, which, if continued, will in a very few years build up another district like the Eastern Townships in the northern part of the province.

That for all these reasons this enterprise has special claims, which cannot be urged in favour of any of the others with which it has hitherto been ranked by Dominion legislation, and may in many respects be considered as a work which should be undertaken by Government.

The total distance from its junction with the C. P. R., four miles west of Quebec, to Lake St. John, is 175 miles, or, adding 5 miles for extension to deep water at Lake St. John, 180 miles.

The mileage completed from the junction to the island of Lake Edward is 82 miles, leaving 98 miles still to construct.

The present cash subsidies are:—

Dominion of Canada, 175 miles, at \$3,200.....	\$ 560,000
Province of Quebec, 170 " 5,000.....	850,000
City of Quebec, \$450,000, less interest & discount..	400,000
	<hr/>
	\$1,810,000

or, as nearly as possible, \$10,000 per mile, besides a land grant of 5,000 acres per mile from the province of Quebec.

The cost of the road, which is difficult of construction, has been, so far, about \$22,700 per mile, partially equipped, and it is estimated that when fully equipped and stocked the whole line will cost about \$30,000 per mile. In completing the portion constructed, the company have had the benefit of a large amount of private capital, which cannot be calculated upon for the last half of the road, and of an advance from the province of Quebec out of future subsidies of \$148,000. It has also been necessary to expend, in order to complete the last 40 miles, the sum of \$96,000 voted by the Dominion last session for 30 miles previously constructed, which sum, according to the contract, should have been devoted towards building an independent entrance into the city of Quebec. Thus, some \$244,000 of the subsidies belonging to unfinished portions of the road have been unavoidably expended in completing the expensive central sections. The heaviest work on the whole line has still to be overcome, the bridging of the Batiscan River and earthwork on the summit section beyond Lake Edward being very expensive. It will be seen from this how essential it is that additional aid should be granted by the Dominion to enable the company to complete the main line, not to speak of the branches to Chicoutimi, to La Tuque and to St. Gabriel—100 miles in all—without which the wants of the present population will not be met, nor the traffic of the railway receive that impetus which is necessary to make the enterprise successful. If the subsidy be increased to \$6,000 per mile, as above stated, the company will undertake to complete the main line to Lake St. John during the summer of 1887; to build a new entrance through St. Ambroise into the city of Quebec, and to the Government works at the Louise docks; to extend the road five miles to deep water at Lake St. John; to put a steamer on Lake St. John, to bring all the parishes on the lake into communication with the railway, and to build the necessary wharves and lighthouses to ensure the safe navigation of the lake.

Edgar versus Caron.

The company did not insist upon pressing its claim last year on account of the heavy calls upon the Government from other railways and public works, but the directors trust that the claims of the enterprise will now be recognized, and that they may be put in a position to complete, without any further delay, a road which, with its branches, will form a great railway system, developing the whole of the valuable northern section of the province of Quebec.

Should the additional aid asked not be granted, the impossibility of getting more private capital than is already in the work, and the fact of the subsidies of the unfinished portion of the road having been to a large extent anticipated, will compel the company to suspend operations. Such a result would be greatly regretted throughout the province of Quebec, where this railway is looked upon as a national undertaking.

As requested by the Right Honourable the Premier, at the interview held with the directors this day, I beg to annex to this application copies of reports and statistics having reference to the country to be opened up by this railway.

I have the honour to be, sir,

Your obedient servant,

JAS. G. ROSS,

President.

REPORT OF A TRIP FROM LAKE ST. JOHN TO QUEBEC.

Through the Interior by way of the proposed Route for the Railway. Made by the Rev. J. E. Lizotte, Curé of Notre-Dame du Lac Saint-Jean (Roberval) and Messrs. Euloge Menard, merchant, and Horace Dumais, Provincial Land Surveyor, of the same place. (Extracted by permission from the Diary of the Rev. Mr. Lizotte.)

The party left Lake St. John in vehicles and drove to the new settlements which have recently been established on the shores of Lake Bouchette, a distance of 25 miles from Lake St. John. There they took two bark canoes and some men, and with the necessary provisions, tents and other equipments, started on their voyage. The following is a synopsis of their daily work:—

1st June, 1885.—Left Lake Bouchette in two canoes. Went through the lake and camped for the night six miles north of the head of Commissioners Lake.

2nd June.—On Commissioners Lake, thence up the Rivière Ouiatchouan, through a chain of lakes to Lac Ecarté, the head-waters of that river. Then made a portage of 20 acres to the head-waters of the Bostonais, Lake Najoualouank, which is 12 miles long; slept there.

3rd June.—Left Lake Najoualouank, made a portage of 28 acres and went up stream into a chain of lakes, then made a portage over the height of land to the waters of Lake Edward, and camped on the portage.

4th June.—Finished the portage of 28 acres, into a chain of lakes flowing into Lake Edward. Crossed Lake Edward at about two-thirds of its length, and made a portage of about 20 acres to the west. Left Lake Edward and got into a chain of lakes and into little Lake Ecarté, and camped there. Made only three-quarters of a day, being a holiday.

5th June.—Left little Lake Ecarté, and went down to the Vermillion River into Rivière Jeannotte and Lac Castor. Then down the river to the island of Lake Edward, near the forks.

6th June.—Left the river Jeannotte to portage the rapids to Lake Vermillion, thence into the Lac des Iles, and arrived at the mouth of the River Mequig—which flows into the Batiscan from the East—at noon. Left the canoes there, for the men to take back to Lake St. John, and took to the grading of the railway which the party followed on foot, for a distance of 20 miles, to the end of the track at Rivière à Pierre, where Sunday was spent at the residence of the first settler, Mr. St. Onge.

8th June.—Took ballast train from Rivière à Pierre to Lake Simon, when the regular train took the party to Quebec, arriving there at 6 p.m.

The following is a description of the different points along the line.

LAKE BOUCHETTE

The country around this lake is partly divided into lots, composing the townships of Dablon and Dequen. Although it is only two years since the first settler came there from Lake St. John, four ranges have been taken up, work has already been done on over 100 lots, 10 families already reside there, and 15 additional families will winter there this year. The land is of a sandy loam, with some clay, of excellent quality, and well fitted for agriculture. The crops have succeeded well. The climate is very good. The timber is composed of spruce, white birch and other woods.

COMMISSIONERS LAKE.

Two families of settlers are already established here and have houses built. The land is of excellent quality, being a dark loam. There is a very large quantity of land available, especially to the east and south. To the west it is more hilly but good. The mountains are small and the land undulating. The climate is good, and the foliage was quite as well advanced as at Lake St. John. The timber is similar to that around Lake Bouchette. There is also some birch and tamarack.

COMMISSIONERS LAKE TO LAKE NAJOUALOUANK.

The country all along this distance is level and undulating. No mountains to be seen. The land is a yellow loam of good quality, and the timber long and good, and of the same description as before mentioned. At Lake Najoualouank there is a great deal of large tamarack. The lake is very beautiful and the trees have a fine appearance. The land is rocky in some places around the lake, but in other places there are no rocks at all.

LAKE NAJOUALOUANK TO LAKE EDWARD.

In crossing this height of land between the waters of Lake St. John and those of the St. Lawrence it was expected to have found steep mountains and a rough country, but instead the party found a level plateau, well timbered, the land consisting of a yellow loam, sandy in some places, but always fit for cultivation.

LAKE EDWARD AND THE ISLAND OF LAKE EDWARD.

The valley becomes larger and the country has a beautiful aspect, conveying the same impression as that produced by the country around Lake St. John. Fine trees of large and vigorous growth consisting of good merchantable spruce and very large birch and white birch, having the appearance of a park. The climate seems to be quite as good as at Lake St. John as the foliage was quite as far advanced and vegetation vigorous.

Edgar versus Caron.

The land is a little less undulating than in the parts above described, and is composed of a yellow sandy loam, very good for agricultural purposes. No mountains are to be seen, but only little elevations in the distance. These lands are not only at Lake Edward, but extend to the westward. Hunters say that at some distance from the lake there are considerable groves of maple. The appearance of the lake is very beautiful, its shores, islands and bays presenting a very attractive aspect. It is said to be finer in appearance than Lake Memphremagog, and is 18 milles in length by 50 miles in circumference.

RIVIÈRE JEANNOTTE.

The land and the timber in the neighbourhood of this river, which forms the western boundary of the Island of Lake Edward, are similar to those just described. Looking towards the St. Maurice, the land looks to be very level and well wooded, and descending the Jeannotte, which is a branch of the Batiscan the good land extends as far as the Rivière Mequiq.

RIVIÈRE MEQUIQ TO RIVIÈRE A PIERRE.

The country is mountainous, but is richly timbered with large timber, principally birch and spruce. At Rivière à Pierre, some of the land is fit for settlement.

SUMMARY.

The following may be deduced as a summary of the results of the exploration:—

LAND.

From the Rivière Mequiq to Lake St. John, two-thirds to three-fourths of the land may be said to be fit for settlement. The country is level and undulating, no mountains having been seen after leaving Lake St. John until the arrival of the party at the Rivière Mequiq. The soil is nearly altogether a good yellow loam; in some places sandy or rocky, but generally very fit for settlement. As a rule it is quite as good, and in some places much better than that of the parish of St. Raymond, and would be specially well adapted for raising cattle. Mr. Menard is of opinion that three-fourths of the land is fit for settlement. Mr. Bureau, the Government wood ranger, agrees in this opinion. Mr. Dumais says two-thirds. Close to some of the lakes the land does not look good nor well timbered, but on going in a few acres it was always found that the land was good and the timber large and valuable. The lakes and rivers abound in fish, especially trout, and caribou, beavers, otters, ducks and all game abound.

TIMBER.

The timber is generally large and well grown up. It consists of birch, spruce, tamarac, white birch and some maple, and a little pine, but not in great quantity. There is some cedar at Lake Edward, and on the River Bonmais great quantities of tamarac. There are good water powers everywhere, and many mills will no doubt be established and a large business done in lumber as soon as the railway is built. The timber will be of great assistance to colonization, as may be judged by the experience of Mr. St. Onge, the first settler at Rivière à Pierre, who told the party that in clearing ten acres of land, he had got \$200 for his wood, which, but for the railway, would have

been burned in making the land. The lumber will furnish a large traffic for the railway besides giving employment to the new settlers for many years.

CLIMATE.

The climate of the interior is even better than at Lake St. John. Mr. Dumais says, that in February, 1875, when working in the woods at Lake Edward, there was not enough snow to require the use of snow-shoes. In March, 1876, at the same place, they had three days of rain, whereas on the same three days there had been snow at Rivière du Loup, and Kamouraska. On the 17th September, 1876, there was a heavy snow fall on the south shore of the St. Lawrence whilst at Lake Edward there was no snow, and the leaves were still quite full. In October of the same year, the weather was summer-like. On the 3rd June, 1885, all the trees at Lake Edward were covered with foliage. The party slept in a tent with the door open, and no fire, and were surprised to learn on arrival at Rivière à Pierre that there had been frost there every night during the week of their trip, although they had had none. The reports of hunters all agree that there is much less snow in this country than in Quebec.

SETTLEMENT.

Mr. Dumais states on the Island of Lake Edward alone three parishes may be established on each side of the island, and as many more on the west side of the Jeannotte, opposite the island. The Rev. Mr. Lizotte is of opinion, that, judging from what the party saw and heard, it will be possible to establish about fifty parishes between the River Mequiq and Lake St. John, in the immediate vicinity of the railway. All the party unite in declaring this immense territory to be eminently fitted for colonization, and deserving of the immediate attention of the Government for this reason.

Exhibit "LJ" 31, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

QUEBEC AND LAKE ST. JOHN RAILWAY,

QUEBEC,

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STATEMENT for the Department of Railways and Canals, Ottawa, of the shareholders of the Quebec and Lake St. John Railway.

NAMES OF SHAREHOLDERS.

Hon. Jas. G. Ross, Quebec, P.Q.....	\$ 25,000
W. S. Ogden, Cardiff, Wales.....	25,000
William Withall, Montreal, P.Q.....	25,000
John Ross, Quebec.....	25,000
James Connolly, Munissing, Mich.....	12,500
Estate late J. B. Renaud, Quebec, P.Q.....	5,000
Elisée Baudet, Quebec, P.Q.....	3,000
Hon. Sir A. P. Caron, Ottawa.....	2,500
Hon. P. Garneau, Quebec.....	2,000

Edgar versus Caron.

Hon. I. Thibault.....	2,500
Estate late P. Vallée.....	500
City of Quebec.....	450,000
Small Shareholders representing of stock.....	101,000
	\$679,000

QUEBEC AND LAKE ST. JOHN RAILWAY,

QUEBEC, 1st April, 1886.

A. P. BRADLEY, Esq.,
Secretary, Railway Department,
Ottawa.

SIR,—Referring to your favour of the 19th February last, I am now directed to forward you the inclosed list of the shareholders of this railway.

I am, sir,
Your obedient servant,

J. G. SCOTT,
Secretary.

Exhibit "LJ" 32, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

QUEBEC AND LAKE ST. JOHN RAILWAY,

QUEBEC, 21st June, 1886.

A. P. BRADLEY, Esq.,
Secretary, Railway Department,
Ottawa.

SIR,—I beg to inclose a copy of a notarial transfer of the subsidy of \$3,200 per mile payable to this company by the Dominion Government, in favour of Messrs. Ross and Co., of Quebec, for forty miles, from station 4298 to station 6410 (deed by Tessier, N.P., 17th February, 1886).

Will you please acknowledge receipt?

Your obedient servant,

J. G. SCOTT,
Secretary.

Exhibit "LJ" 33, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER.

OTTAWA, 7th July, 1886.

SIR,—In January last, I reported on the section of the Quebec and Lake St. John Railway lying between the 40th and 50th miles north of St. Raymond,

and I recommended the payment of \$24,532 of the \$30,532 of subsidy applicable to that section. This sum was paid under authority of C.C. dated 18th January, 1886. Mr. Ridout has just returned from a further inspection of this section, and reports the work completed according to contract, entitling the company to receive the balance of the subsidy applicable to this section, amounting to \$6,000, which I suggest be authorized to be paid.

I have the honour to be

Your obedient servant,

COLLINGWOOD SCHREIBER.

A. P. BRADLEY, Esq.,

Sec'y Dept. of Railways & Canals,
Ottawa.

Exhibit "LJ" 34, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R.C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 13th July, 1886.

On a memorandum dated 9th July, 1886, from the Minister of Railways and Canals, submitting that by an Order in Council of the 18th January last, authority was given for the payment to the Quebec and Lake St. John Railway Company of the sum of \$24,532 out of the \$30,532, applicable as part of the subsidy granted by the Acts 45 Vic., cap. 14, and 46 Vic., cap. 25, to the section of their line from the 40th to the 50th mile north of St. Raymond.

The Minister, upon the Report of the Government Chief Engineer, to the effect that the work is completed according to the contract made with the company, recommends that authority be granted for the payment of the balance, namely, six thousand dollars (\$6,000), to which the company are entitled.

The committee advise that the required authority be granted accordingly.

JOHN J. MCGEE,
Clerk, Privy Council.

Exhibit "LJ" 35 for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

GOVERNMENT RAILWAYS IN OPERATION.

OFFICE OF THE CHIEF ENGINEER.

OTTAWA, September 22nd, 1886.

A. P. BRADLEY,

Secretary, Railways and Canals.

SIR,—In compliance with the request of the Secretary of the Quebec and Lake St. John Railway Company, I instructed Mr. Ridout to inspect the section extending from the 50th to the 70th mile, north of St. Raymond, and he now reports as follows:—

Edgar versus Caron.

(50th to 60th mile.)

1. The alignments and gradients conform to the plan and profile approved by Order in Council, dated the 27th March, 1886.

2. The clearing is completed to a width of 50 feet on each side of the centre line.

3. As the railway passes through wild lands no fences have been erected.

4. The grading is completed, rock cuttings being taken out 20 feet in width, gravel cuttings 24 feet in width.

5. The only bridge in this section is over the Batiscan River which is spanned by a steel truss of 160 feet resting on abutments of massive granite masonry.

6. The culverts include stone drains, masonry box culverts, timber beam culverts and timber box culverts; of the latter, there are nine which not being in accordance with the contract, should be replaced by open beam culverts.

7. The track is laid with 56lb. steel rails, fully tied and ballasted.

8. The country being entirely unsettled, no station buildings have been erected.

(60th to 70th mile.)

1. The alignments and gradients on this section conform to the plan and profile approved by Order in Council, dated the 14th June, 1886.

2. The clearing is completed for a width of 50 feet on each side of the centre line.

3. This section being altogether through an unsettled district, no fencing has been erected.

4. The grading is completed.

5. The culverts are built, including four timber box culverts, which should be replaced by open culverts. At Station 5304 there are 30 feet of temporary trestle work, to be replaced by a timber beam culvert.

6. The track is laid with 56 lb. rails, fully tied and the ballasting completed for $6\frac{1}{2}$ miles; a strong force was engaged completing this work, which will no doubt be finished in a few days.

7. There being no settlement in this section, station buildings have not been erected.

The following subsidies are applicable to these sections, as follows:—

(50th to 60th mile.)

Authorized by.....	{ 45 and 46 Vic.....	\$27,330
	{ 49 "	17,269
		<hr/>
		\$44,599

LESS—To replace box culverts and completion timber beam culverts.....		1,500
		<hr/>
		\$43,099

(60th to 70th mile.)

Authorized by	{ 45 and 46 Vic.....	\$26,733
	{ 49 "	16,916
		<hr/>
		\$43,689

LESS—To replace box culverts and completion of beam culverts.....	\$1,000	
Ballasting	2,100	
		3,100
		<hr/>
		\$40,589
		<hr/>
Balance.....	\$83,688	

I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

Per J. J. L.,

Chief Engineer Government Railways.

Exhibit "L.J." 36, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,

Clerk, R.C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Administrator of the Government in Council on the 29th September, 1886.

On a memorandum dated 25th September, 1886, from the Minister of Railways and Canals, representing that, under date the 22nd instant, the Government Chief Engineer of Railways has reported on the results of a further inspection of the road of the Quebec and Lake St. John Railway Company, namely, of the portion between the 50th and 70th mile, north of St. Raymond, the whole line from St. Raymond to Lake St. John, a distance of about 145 miles, having been subsidized by successive Acts, namely:

- (1.) By Act 45 Vic., cap. 16, to the extent of \$3,200 a mile for the whole distance..... \$384,000
- (2.) By Act 46 Vic., cap. 25, to the extent of \$3,200 a mile for 25 miles..... 80,000
- (3.) By Act 49 Vic., cap. 10, to the extent of \$1,961 per mile for a distance of 95 miles from a point 50 miles north of St. Raymond..... 186,295

The Minister further represents that the inspection now made of the portion between the 50th and 70th miles, the location of which was approved by Order in Council of 14th June last, shows, the chief engineer states, completion of the railway over that distance, in accordance with the requirements of the company's contract of 4th September, 1883, with the exception of a small quantity of work valued at \$4,600, and deducting this amount from the total amount of the subsidies available under the Acts above cited, namely, \$88,288 he finds the balance earned by the company to be \$83,688.

The Minister recommends that authority be given for the payment to the company of the said sum of \$83,688.

The committee advise that the requisite authority be so granted.

JOHN J. MCGEE,

Clerk, Privy Council.

Edgar versus Caron.

Exhibit "L.J." 37, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R.C.

THE QUEBEC AND LAKE ST. JOHN RAILWAY.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,

OTTAWA, 25th November, 1886.

SIR,—Mr. Ridout has inspected section No. 8, from the 70th to the 80th mile, north of St. Raymond, and has re-inspected sections 6 and 7, lying between the 50th and 70th miles, with the exception of a few timber box culverts built in embankments which are condemned; he states the work is well and substantially done.

The subsidy applicable to these three sections 6, 7 and 8, from the 50th to the 80th mile, is.....	\$135,535
Deduct cost of replacing timber culverts with masonry.....	3,100

\$132,435

LESS—Amount paid on account of these sections.....

Balance.....

I have the honour to be your obedient servant,

COLLINGWOOD SCHREIBER.

A. P. BRADLEY, Esq.,
Secretary, Department of Railways and Canals, Ottawa.

Exhibit "LJ" 38, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS,

OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER.

OTTAWA, 4th December, 1886.

A. P. BRADLEY, Esq.,
Secretary, Department Railways and Canals,
Ottawa.

SIR,—It appears that the sum of \$35,310 is applicable to the first 10 mile section of the Quebec and Lake St. John Railway north of St. Raymond, whereas \$32,000 only of the subsidy applicable to that section has been paid, leaving a balance of \$3,310 due thereon, which I now certify, as this section of the road is completed.

The cause of \$32,000 only having been previously certified upon this section is that at the time the certificate was prepared, the total subsidy had not been apportioned off with sections.

I have the honour to be

Your obedient servant,

COLLINGWOOD SCHREIBER.

Exhibit "LJ" 39, for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 7th December, 1886.

On a memorandum dated 6th December, 1886, from the Minister of Railways and Canals, submitting that on the 15th of November, 1883, an Order in Council was passed authorizing the payment to the Quebec and Lake St. John Railway Company of the sum of \$32,000 as the subsidy for the first 10 mile section of their road from St. Raymond northwards.

The Minister represents that under date the 4th December instant, the Government Chief Engineer of Railways has reported to the effect that at the time of the certificate issued by him upon which the said Order in Council was based, the subsidy had not been apportioned to the several sections of the road, and that the amount properly due for the said first section was \$35,310 in place of \$32,000 and advises that the difference, viz.,—\$3,310 should now be paid to the company.

The Minister concurring therein, recommends that authority be given for such payment.

The Committee advise that authority be granted accordingly.

JOHN J. MCGEE,
Clerk of the Privy Council.

Exhibit "LJ" 40, for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 17th December, 1886.

On a memorandum dated 16th December, 1886, from the Minister of Railways and Canals, representing that under date the 25th ult. the Government chief engineer of railways has reported on the results of an inspection made of the portion of the line of the Quebec and Lake St. John Railway, between the 50th and the 80th mile north of St. Raymond, on which distance a portion, namely, between the 50th and 70th mile, has already been inspected and a certain portion of the subsidy has been paid therefor, representing the value of the work then done.

That from the said report it appears that the total amount of the subsidy applicable to the whole of this distance, 30 miles—is \$135,535, and that with the exception of certain timber box culverts which are to be replaced with masonry, the work is well executed. That to secure the construction of masonry culverts, he proposes to retain the sum of \$3,100, making the amount payable for the three sections in question, \$132,435, less previous payments. That the position of the company, in respect of these three sections, is as follows :—

Edgar versus Caron.

Total subsidy applicable.....\$ 135,535
Less retained for masonry work..... 3,100

\$ 132,435

Less previous payments for the portion between the 50th and 70th mile..... 88,688

Balance now payable.....\$ 48,747

The minister recommends that authority be given for the payment to the Quebec and Lake St. John Railway Company of said sum of forty-eight thousand seven hundred and forty-seven dollars (\$48,747) under the present certificate of the chief engineer of railways.

The committee advise that the requisite authority be granted accordingly.

JOHN J. McGEE,
Clerk, Privy Council.

Exhibit "LJ" 41, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

QUEBEC AND LAKE ST. JOHN RAILWAY.

QUEBEC, 24th December, 1886.

A. P. BRADLEY, Esq.,
Secretary Railway Department, Ottawa.

DEAR SIR,—Will you please send me a memo showing how the subsidy payment of \$48,747 made yesterday is arrived at, and how much of it belongs to the \$3,200 per mile subsidy, and how much to the \$1,961 per mile.

Wishing you the compliments of the season.

Yours truly,
J. G. SCOTT.

Exhibit "LJ 42," for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS.

OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,
OTTAWA, 2nd February, 1887.

A. P. BRADLEY, Esq.,
Secretary, Department of Railways and Canals.
Ottawa.

SIR,—Mr. Ridout has recently inspected the section of the Quebec and Lake St. John Railway between the 80th and 90th mile, and between the 90th and 100th mile. Owing to the great depth of snow, he states, a satisfactory inspection cannot be made, but that it is clear the section between the 90th

and 100th mile is not nearly completed, and is in no condition to entitle the company to a payment on account of subsidy.

That as far as he was enabled to judge, the work of construction on the section between the 80th and 90th mile was far advanced towards completion. The grading and bridging is nearly completed, the track laid and the first lift of ballast is laid on. The work remaining to be done consists of the filling of two temporary bridges, the laying of sidings, the providing of water services and station buildings, and completing the ballasting. As the road passes through a dense forest, it is not considered necessary to erect fences.

Ninth Section, 80th to 90th Mile.

Proportion of subsidy applicable to section	
80th to 90th mile, 45 and 46 Vic.....	43,012
Proportion of subsidy applicable to section	
80th to 90th mile, 49 Victoria.....	27,162
	<hr/> \$70,174

Less estimated cost to complete.

Station buildings, water service and sidings	2,000
Filling at temporary trestle.....	2,000
Completing ballasting.....	5,700
	<hr/> 9,700
Balance.....	<hr/> \$60,474

Between the 90th and 100th mile, the grading is said to be completed and the track laid 7 miles. Mr. Ridout was unable to proceed further than the 91st mile as the road was completely blocked with snow.

I have the honour to be your obedient servant,

COLLINGWOOD SCHREIBER.

Exhibit "LJ." 43, for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R.C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 8th February, 1887.

On a memorandum dated 2nd February, 1887, from the Minister of Railways and Canals, representing that under date the 2nd inst. the Government chief engineer of railways has reported upon a further inspection of the subsidized line of the Quebec and Lake St. John Railway, namely, of the portion between the 80th and 90th mile north of St. Raymond, the location up to the 100th mile having been approved by an Order in Council dated the 7th December, 1886, and that from the said report it appears that of the subsidies granted by the several Acts of 45 Vic., 46 Vic. and 49 Vic. the total amount applicable to this section is..... \$70,174 00

Edgar versus Caron.

That work, consisting of station buildings, water service, filling and ballasting remains to be done valued at 9,700 00

The balance due to the company being..... \$60,474 00

The Minister recommends that authority be given for the payment of this amount.

The committee advise that authority be granted accordingly.

JOHN J. MCGEE,
Clerk, Privy Council.

Exhibit "LJ" 44, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R.C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 25th August, 1887.

On a memorandum dated 19th August, 1887, from the Minister of Railways and Canals, representing that under date the 13th inst. the Government chief engineer of railways has reported upon a further inspection of the subsidized line of the Quebec and Lake St. John Railway up to the 110th mile and north of St. Raymond, and that he finds the grades, curves, etc. satisfactory and the work in conformity with specifications, except as to a few minor points.

The Minister further recommends that the total subsidy applicable to this line from its junction with the C. P. R. to 110th mile north of St. Raymond of which the location has been duly approved is.....

\$569,970

That deducting value of works to be rebuilt so as to conform to specifications..... \$3,100

And for work yet to be done to complete.. 5,400

8,500

Makes the amount of subsidy earned. \$561,470

That the total subsidy paid to this company to date is..... 457,991

Leaving a balance due now of..... \$103,479

The Minister recommends that authority be granted to pay to the Quebec and Lake St. John Company the above amount of \$103,479.

The committee advise that the required authority be granted.

JOHN J. MCGEE,
Clerk, Privy Council.

Exhibit "LJ" 45 for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,
OTTAWA, 13th August, 1887.

A. P. BRADLEY, Esq.,
Secretary Department of Railways and Canals, Ottawa.

SIR,—Mr. Ridout, as directed, has inspected the Lake St. John Railway to the 110th mile north of St. Raymond, and finds the location as regards grades and curves, etc., in accordance with the contract and the work executed of excellent quality and in accordance with the specifications, except as to a few minor works, the value of which is deducted from this return.

Total subsidy applicable to line from its junction with C. P. R., to 110 miles north of St. Raymond.....	\$569,970
Less value of works to be rebuilt to make them conform to specifications	\$3,100
Less work yet to be done to complete	\$5,400
	<u>\$8,500</u>
Amount of subsidy earned..	<u>\$561,470</u>

The company have earned \$561,470 of subsidy from which should be deducted previous payments.

I have the honour to be, sir,
Your obedient servant,

COLLINGWOOD SCHREIBER.

Exhibit "LJ" 46, for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

QUEBEC AND LAKE ST. JOHN RAILWAY.

QUEBEC, 2nd September, 1887.

A. P. BRADLEY, Esq.,
Secretary Railway Department, Ottawa.

SIR,—Will you kindly send me a memorandum showing how the amount of the subsidy payment \$108,479 first made this company, has been arrived at?

Your obedient servant,

J. G. SCOTT, *Secretary.*

Edgar versus Caron.

Exhibit "LJ" 47, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL

Clerk, R.C.

On this, the sixth day of September, one thousand eight hundred and eighty-seven; before the undersigned Notary Public for the province of Quebec, Canada, residing in the city of Quebec, personally came and appeared:

The Saguenay and Lake St. John Railway Company, duly incorporated, and having its principal place of business in the city of Quebec, represented in this deed by Donald C. Thomson, of the city of Quebec, Esq., merchant, president, and Jean Alfred Gagné, of the town of Chicoutimi, Esq., secretary of the company, duly authorized to the effects hereof, by a resolution of the board of directors, held on the twenty-eighth of July, last, of the first part;

* And the Quebec and Lake St. John Railway Company, duly incorporated, and having its principal place of business in the city of Quebec, represented in this deed by Théophile LeDroit, of Quebec, merchant, president, and James Guthrie Scott, of the same place, secretary of the company, duly authorized to the effects hereof, by a resolution of the board of directors, held on the twenty-seventh of August, last (1887), of the second part;

Which said parties have covenanted and agreed as follows, viz:

In consideration of the party of the second part undertaking to construct a branch line of the Quebec and Lake St. John Railway, from a point in the vicinity of Pointe aux Trembles, Lake St. John, to Chicoutimi and St. Alphonse, upon the terms and conditions of the following resolutions adopted by the directors of the Saguenay and Lake St. John Railway Company, party of the first part, on the twenty-eighth of July last, (1887), viz.:
(Translation.)

"That this Company consents and is willing that the Dominion Government shall transfer and pay to the Quebec and Lake St. John Railway Company the subsidy granted during last session to the Company for the construction of a railway to connect the Quebec and Lake St. John Railway with Chicoutimi and St. Alphonse, on the following conditions, to wit:

10. On condition that the Quebec and Lake St. John Railway Company shall, without delay, pay to the Directors of the Company the expenses incurred by them up to date, which are estimated at *six thousand dollars*, without obligation to furnish an account in detail;

20. On condition that the road to be built, shall follow as far as possible the tracing made by the Engineer of this Company to Chicoutimi and St. Alphonse, placing the Chicoutimi station at the Government wharf, or in front or opposite the same at a distance not to exceed twenty arpents therefrom;

30. That the workshops for the said Branch be constructed in the town of Chicoutimi, or near its limits, and that the general work of repairing, &c., be there performed;

40. That that part of the road extending from the Junction to the post of Metabetchouan be constructed before the 1st January next, and the remainder of the road within the shortest delay possible, to wit, within two full years from the adoption of this resolution;

50. That the tariff for passengers and freight shall be uniform per mile throughout the whole extent of the road from St. Alphonse and Chicoutimi to Quebec;

60. That a citizen of Chicoutimi, to be designated by the Bishop of Chicoutimi, shall be admitted and maintained henceforward as a director

of the principal company,—the Quebec and Lake St. John Railway Company, and that another citizen of the county, to be in like manner designated by the Bishop of Chicoutimi, be also appointed a director of the Quebec and James Bay Railway Company, to represent the interests of the lower part of the county; and the said two directors shall be ordinary directors of the said Companies.”

AND in consideration of the sum of six thousand dollars mentioned in the said resolutions, which shall be paid as soon as this transfer has been accepted by the Government of the Dominion of Canada, the Saguenay and Lake St. John Railway Company, party of the first part, do, hereby abandon in favour of the Quebec and Lake St. John Railway company, party of the second part, accepting hereof, any claim which they may have to a certain subsidy voted at the last session of the Dominion Parliament and worded as follows:—

“To the Chicoutimi and Lake St. John Railway Company, for thirty miles of their railway, from Lake St. John towards Chicoutimi or from Chicoutimi towards Lake St. John, a subsidy not exceeding three thousand two hundred dollars per mile, nor exceeding in the whole ninety-six thousand dollars,” and also any right or pretension which they may have to construct the said railway under the Provincial Statute, 46 Victoria, chapter 94, or otherwise, hereby ceding all such rights and all plans and profiles to the said company, party herein of the second part. It is understood between the parties hereto that the president and secretary of the vendors, in making this transfer, incur no personal responsibility or guarantee.

This done and executed at Quebec, under the number seven thousand two hundred and ninety-nine of the records of Cy. Tessier, the undersigned notary. In witness whereof, the said parties have signed with the said notary, after the reading done.

T. LEDROIT, *President.*

J. G. SCOTT, *Secretary.*

D. C. THOMSON, *Pres. Saguenay and Lake
St. John R. C.*

J. A. GAGNÉ, *Secretary, S. L. St. J. R.*

CY. TESSIER, *N. P.*

A true copy of the original remaining of record in my office.

CY. TESSIER, *N. P.*

QUEBEC AND LAKE ST. JOHN RAILWAY,

QUEBEC, 6th September, 1887.

A. P. BRADLEY, Esq.,

Secretary, Railway Department, Ottawa.

SIR,—I am directed to inclose for the information of your department a copy of a notarial agreement, Tessier, N. P., between the Saguenay and Lake St. John Railway Company and the Quebec and Lake St. John Railway Company, by which the former cede and transfer to our company any pretensions which they may have to the subsidy of \$96,000 voted at the last Session of the Dominion Parliament, to aid in the construction of a railway from Chicoutimi towards lake St. John, or from Lake St. John towards Chicoutimi.

Edgar versus Caron.

I am further directed to request that the Government will acknowledge the said transfer, and will prepare a contract, to be signed by our company, for the construction of the mileage so subsidized, beginning at the point known as "Pointe aux Trembles" Junction, at Lake St. John.

I have the honour to be, sir,
Your obedient servant,

J. G. SCOTT, *Secretary.*

Exhibit "LJ" 48, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

DEPARTMENT OF JUSTICE.

OTTAWA, 16th September, 1887.

A. P. BRADLEY, Esq.,
Secretary, Department Railways and Canals.

SIR,—I have the honour to acknowledge the receipt of your communication of the 15th instant, inclosing a notarial transfer from the Saguenay and Lake St. John Railway Company to the Quebec and Lake St. John Railway Company, of all the right and interest of the former company in the subsidy of \$96,000 voted by the Dominion Parliament by 50 and 51 Vic., chap. 24, to aid in the construction of a railway from Chicoutimi towards Lake St. John or from Lake St. John towards Chicoutimi, and asking to be advised whether or not such transfer should be recognized by the Government, and the Quebec and Lake St. John Railway Company allowed to enter into a contract for the construction of the mileage subsidized, beginning at a point known as "Pointe aux Trembles" Junction or Lake St. John.

The Saguenay and Lake St. John Railway Company is a company existing under provincial charter (46th Vic., chap. 94), and is authorized to construct 30 miles of railway as the main line between Chicoutimi and St. John, together with branches of fifteen miles in length, the works to be commenced within two years and completed within eight years from the date of the passing of the Act of 1883. The transfer submitted not only purports to assign the subsidy voted by the Dominion Parliament but also all the rights of the company to construct the railway under its charter.

As you observe, it is not shown that the transfer has been, or will be confirmed by the Provincial Legislature of Quebec. I am of opinion that the transfer should not be recognized by the Government in so far as to constitute it the basis of an agreement under the statute for the construction of the railway, etc. In this respect, the department should deal only with the Saguenay and Lake St. John Railway Company. I do not, however, see any objection to recognizing a transfer of the subsidy to the transferee company as a sub-contractor in the event of the work being done by them for the Saguenay and Lake St. John Railway Company.

Papers returned.

I am, sir, your obedient servant,

Exhibit "LJ" 49, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER.

OTTAWA, 5th October, 1887.

A. P. BRADLEY, Esq.,

Secretary, Department Railways and Canals.

SIR,—Mr. Ridout, acting under my instructions, has inspected the work of construction on the Quebec and Lake St. John Railway and reports as follows:—100th to 110th mile.—Since the last inspection the ballasting on this ten-mile section has been completed, but the erection of a steel girder of 30 feet span over the Joseph Lowes River and the replacing of two similar box culverts with stone yet remains to be done. 110th to 120th mile.—The gradients and alignments on this section are in conformity with the subsidy contracts and the work has been completed in accordance with the specifications, with the exception of a couple of wooden box culverts which have to be replaced by stone, and the erection of the station buildings. As this section passes through a complete wilderness, no fences have been erected. A deviation from the approved plan and profile has been made between the 112th and 114½ mile, whereby the line has been improved; several 8° curves have also been reduced to 5° and 6°. 120th to 130th mile.—This section has been completed in accordance with the approved plan and profile, except that between the 125th and 126½ mile the grade has still to be raised. The sharpest curve is 8° and the steepest grade 60 feet per mile. A small amount of filling in around some culverts is not yet finished and a few banks have to be widened. The track is laid throughout this section and about six miles are ballasted, four trains are at work night and day, so that the remainder will be rapidly completed. No station buildings have been erected. The attached statements Nos. 1 and 2, show the estimated value of work remaining to be done up to the 130th mile, and the amount of subsidy earned.

Beyond the 130th mile, the plans and profiles have not been submitted for approval, although the works of construction are being vigorously pushed forward; the company should be requested to furnish these at an early date.

By the Subsidy Act of 46 Victoria, chapter 25, dated the 25th May, 1883, the time for the completion of the railway to Lake St. John is limited to four years from that date.

I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

Per J. L.

QUEBEC AND LAKE ST. JOHN RAILWAY.

Memo. re Subsidy.

Total amount of Subsidy..... \$775,095 00

Edgar versus Caron.

AMOUNTS CERTIFIED FOR PAYMENT.

No.	Sections. Miles.	Proportion of Sub- sidy Applicable.	Deduction for Work Re- quired to Complete.	Amount Certified for Pay- ment.
1	Junction with Canadian Pacific Railway to St. Raymond	\$96,000		\$96,000
2	St. Raymond to 10 miles north	35,310		35,310
3	10 to 20	37,027		37,027
4	20 to 30	38,373		38,373
5	30 to 40	27,840		27,840
6	40 to 50	30,532		30,532
7	50 to 60	44,389	6 timber box culverts to be rebuilt with masonry ..	43,089
8	60 to 70	43,689	4 timber box culverts to be rebuilt with masonry ..	42,689
9	70 to 80	47,247	2 timber box culverts to be rebuilt with masonry ..	46,647
10	80 to 90	70,174		70,174
11	90 to 100	56,634		56,634
12	100 to 110	42,545	For particulars see sheet attached	41,345
13	110 to 120	48,224	For particulars see sheet attached	46,824
	120 to 130	50,510	For particulars see sheet attached	34,790
		\$668,704		\$21,420
	Previously certified for payment			\$647,284
				\$61,470
				\$85,814

COLLINGWOOD SCHREIBER,

Chief Engineer Government Railways.

Per F. G. L.

OTTAWA, 5th October, 1887.

QUEBEC AND LAKE ST. JOHN RAILWAY.

Memo. of work required to complete Sections from 100 to 130 miles.

Section 100th to 110th mile.

Replacing 2 small timber structures with masonry ..	\$ 200	
Steel girder, 30 feet span	1,000	
		\$1,200

Section 110th to 120th mile.

Replacing 3 small timber structures with masonry ..	\$ 400	
Station buildings	1,000	
		\$1,400

Section 120th to 130th mile.

Fencing 1,920 rods at \$1.00	\$1,920	
Raising bank between 125-126th mile—17,000 c. yds. earth, 25c	\$4,250	
Strengthening culverts, say	750	
		5,000

Filling in at culverts and widening banks, 10,000 c. yds., 25c.....	\$2,500	
90 feet of 30-inch iron pipe with masonry ends...	1,100	
Replacing 5 timber culverts with masonry.....	1,000	
44-feet Queen post truss..	800	
8,000 cub. yd. ballast at 3c.....	2,400	
Station buildings.....	1,000	
		<hr/>
		\$15,720
		<hr/>
		\$18,320

COLLINGWOOD SCHRIEBER,
Chief Engineer Government Railways.
 Per F. J. L.

OTTAWA, 5th October, 1887.

Exhibit "LJ" 50, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council,
approved by His Excellency the Governor General in Council on the 11th October, 1887.

On a memorandum dated 6th October, 1887, from the Minister of Railways and Canals, stating that under date the 5th instant a report has been received from the Chief Engineer of Railways, showing the results of a further inspection of the subsidized line of the Quebec and Lake St. John Railway up to the 130th mile (the point to which plans and profiles have been submitted and approved) with recommendation that a further payment of \$85,814 be made on account of the subsidy earned.

The Minister states that the proportion of the total
 subsidy applicable to this line up to the 130th
 mile is.....\$668,704

That there remains work to be done thereon to
 the value of..... 21,420

\$647,284

That there has already been paid thereon..... 561,470

Leaving now payable..... \$85,814

The Minister therefore recommends that authority be given for payment to the company of the sum of \$85,814 (eighty-five thousand eight hundred and fourteen dollars).

The Committee advise that the requisite authority be granted as recommended.

JOHN J. McGEE,
Clerk of the Privy Council.

Edgar versus Caron.

Exhibit "LJ" 51, for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,
OTTAWA,
Quebec and Lake St. John Railway.

Subsidy payment of \$85,814 is arrived at as follows, viz :—

Subsidy applicable junction St. Raymond.....	\$ 96,000
1st mile to 180th mile.....	551,284
	<hr/>
	\$617,284

Deductions.

50th to 60th mile, six timber box culverts to be rebuilt with masonry or beam cul.	\$1,500
60th to 70th mile, four timber box culverts to be rebuilt with masonry or beam cul.....	1,000
70th to 80th mile, two timber box culverts to be rebuilt with masonry or beam cul.....	600
100th to 110th mile, two timber box culverts to be rebuilt with masonry or beam cul.....	1,200
110th to 120th mile, three timber box culverts to be rebuilt with masonry.....	1,400
120th to 180th mile, station building.....	
	<hr/>
	15,720 21,420
	<hr/>
	\$625,864
Previously certified.....	540,050
	<hr/>
	\$85,814

10th November, 1887.

Exhibit "LJ" 52, for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

MILITIA AND DEFENCE, CANADA,
MINISTER'S OFFICE, OTTAWA, 14th November, 1887.

A. P. BRADLEY, Esq.,
Secretary, Department of Railways and Canals.

MY DEAR MR. BRADLEY,—I am directed by Sir Adolphe Caron to inclose you herewith a letter dated the 12th instant, from Mr. J. G. Scott, Secretary of the Quebec and Lake St. John Railway, with regard to the Chicoutimi transfer; and to request that you will bring it to the notice of the Minister of Railways and Canals.

Believe me yours truly,
A. BENOIT,
Private Secretary.

(Private.)

HON. J. G. ROSS, *President.*

E. BEAUDET, *Vice President.*

J. G. SCOTT, *Secretary and General Manager.*

QUEBEC AND LAKE ST. JOHN RAILWAY.

(Operated by the Quebec and Lake St. John Railway Lumbering and Grading Company.)

QUEBEC, 12th November, 1887.

HON. SIR A. P. CARON, Ottawa.

DEAR SIR,—I have your telegram of 10th, saying that you cannot see what Mr. Pope can do as to the Chicoutimi transfer, as we have Minister of Justice's legal opinion, and it is for us to act through local legislature, as you understand it.

The opinion in question does not ask us to act through the local legislature; it only says that it has not been shown that the transfer has been or will be confirmed by the provincial legislature, and goes on to recommend that the Railway Department should deal with the Saguenay company and that we should take a sub-contract from them.

The opinion was probably given without knowing that we have a charter (Quebec and James Bay) to build to Chicoutimi. If the Minister of Justice had known that, I suppose he would have seen no objection to the transfer.

These points, and the objections to a *sub-contract* are fully explained in my letter to Mr. Bradley of the 7th, which you handed to him. If you would kindly discuss that letter with Mr. Pope, Mr. Stuart thinks that Mr. Pope would see at once that, all the parties being agreed, there should be no hesitation on the part of the Government in agreeing to the transfer, and that if it were thought necessary to refer the matter again to the Department of Justice, they would, with the additional information now given, see no further objection to it.

Please try to have the matter closed for us in this way, as the Chicoutimi people are getting impatient.

And oblige yours truly,

J. G. SCOTT.

Exhibit "LJ" 53, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R.C.

Telegram to A. P. BRADLEY, Secy. Ry. Dept.

No. 129.

QUEBEC, 29th Nov.

Please answer my letter of 7th inst., about transfer of Chicoutimi subsidy.

J. G. SCOTT.

Answer 29,720.

Edgar versus Caron.

QUEBEC AND LAKE ST. JOHN RAILWAY.

QUEBEC, 18th Nov., 1887.

A. P. BRADLEY, Esq.,
Secretary, Railway Department, Ottawa.

SIR,—I beg to enclose herewith a copy of a notarial transfer in favour of Messrs. Ross & Co., of Quebec, of the subsidies payable by the Dominion upon 11 $\frac{23}{100}$ miles of this railway, terminating at Pointe aux Trembles Junction, amounting to the sum of \$57,958.

I have the honour to be, sir,

Your obedient servant,

J. G. SCOTT, *Secretary.*

Exhibit "LJ" 54, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER.

OTTAWA, 28th December, 1887.

A. P. BRADLEY, Esq.,
Secretary, Dept. Railways and Canals.

SIR,—The Quebec and Lake St. John Railway Company on the 7th November, ult., (under cover, No. 45-162) submitted a plan and profile in triplicate of an amended location of the section between the 110th and 120th miles, for the approval of the Governor-General in Council. Mr. Ridout and I have examined these documents and we find the proposed change of location occurs between the 112th and 114 $\frac{1}{2}$ th miles. The change, we consider a desirable one, as it brings the line on more solid and safer ground, the alignment and gradients being equally as favourable as on the location approved by Order in Council, 16th May, 1887; I therefore suggest its approval.

I am, sir, your obedient servant,

COLLINGWOOD SCHREIBER,
Chief Engineer and General Manager.

Exhibit "LJ" 55, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

H. J. BREMER,
Contractor.

QUEBEC AND LAKE ST. JOHN RAILWAY,

DEPARTMENT OF CONSTRUCTION.

No. 93 St. Peter Street.

(*Private*)

QUEBEC, 7th January, 1888.

Hon. J. H. POPE,
Minister of Railways, Ottawa.

DEAR MR. POPE,—The Quebec and Lake St. John Railway (which I am building) applied a few days ago to your department, to inspect a ten-mile

section of their road, and Mr. Bradley replied that the department did not care to make inspections after the snow got too deep to allow the engineer to judge of the work.

I was not aware of this rule or I would have hurried the completion of the section earlier.

As it is the last section we will have until next summer, and as I am depending on this subsidy for my financial arrangements and will be much put about if I don't get it, I would take it as a personal favour if you would allow the inspection to be made for this time. I may say that there is not so much snow at Lake St. John as near the St. Lawrence.

Yours very truly,

H. J. BEEMER,

Exhibit "L J" 56, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

MILITIA AND DEFENCE, CANADA, MINISTER'S OFFICE,

OTTAWA, 16th January, 1888.

HON. J. H. POPE,
Minister of Railways and Canals.

MY DEAR MR POPE,—Will you kindly read the enclosed and let me know what I can answer?

Believe me yours truly,

ADOLPHE CARON.

QUEBEC AND LAKE ST. JOHN RAILWAY.

QUEBEC, 10th January, 1888.

HON. SIR A. P. CARON,
OTTAWA,

DEAR SIR,—Would you kindly ask the Railway Department to give us a definite answer as to whether they will accept the transfer of the \$96,000 of subsidy made to our company in September last, by the Saguenay and Lake St. John Railway Company.

We intend to get an amendment to our charter at the coming session of the provincial legislature, which will authorize our company to build the branch to Chicoutimi, and which will also legalize the transfer made to us by the Saguenay Company.

If the Railway Department do not wish to accept the transfer of the subsidy in the present position of affairs, we will be satisfied if they will give us a letter promising to accept the transfer as soon as we have obtained the legislation I mention.

Will you kindly try to have this arranged for us, without delay, so that we may go on and get out the ties and timber for the Chicoutimi line?

Yours truly,

J. G. SCOTT.

Edgar, versus Caron.

OTTAWA, 12th December, 1887.

The Right Reverend
The LORD BISHOP OF SHERBROOKE.

MY LORD,—The Minister of this department directs me to acknowledge the receipt of a letter addressed by you to the Honourable the Secretary of State and forwarded by him to this office, on the 11th instant, its object being to urge the acceptance by the Federal Government of a transfer on the part of the Saguenay and Lake St. John Railway Company to the Quebec and Lake St. John Railway Company of the subsidy granted them last session by Parliament, for 30 miles of their railway between Lake St. John and Chicoutimi.

In reply I am to say that the subsidy in question was granted by Parliament direct to the company named; and that until legislative action has been taken in the matter, the Minister does not see what can be done to meet your views. It is understood that the contractors are contemplating the application for legislation next session which will enable them to proceed with the work.

I have the honour to be, my Lord,
Your Lordship's obedient servant,
A. P. BRADLEY, *Secretary.*

Exhibit "LJ" 57, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R.C.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF CHIEF ENGINEER AND GENERAL MANAGER,

OTTAWA, 23rd March, 1888.

A. P. BRADLEY, Esq.
Secretary, Department of Railways and Canals.

SIR,—On the 2nd February, ultimo, I reported that Mr. Ridout, during his recent inspection of the 13th and 14th sections of the Quebec and Lake St. John Railway, was unable on account of the works being covered with snow, to state from personal observation that the work in its entirety had been carried out according to contract, but that the track was laid throughout and in good running condition.

Whilst, therefore, I am unable to report the company entitled to the subsidy applicable to these two sections under the terms of the contract, I have sufficient information before me to satisfy me that there is work done representing the following proportion of subsidy on each of these two sections, viz:—

From the junction to 130 miles north of St. Raymond. Total subsidy applicable thereto	\$ 668,704
Deduct value of work remaining to be done or which could not be viewed	\$ 13,700
	<hr/> \$ 655,004

Section No. 14, from 130th to 140th mile.	
Total subsidy applicable thereto.	50,045
Deduct value of work remaining to be done or which could not be viewed.	15,045
	<u>85,000</u>
Total Balance.....	\$ 690,004
Previously reported.....	647,284
	<u>\$ 42,720</u>
Balance.....	

I am, sir, your obedient servant,
COLLINGWOOD SCHREIBER,
Chief Engineer and General Manager.

Exhibit "LJ" 58, for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

*CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council,
approved by His Excellency the Governor General in Council on the 30th
March, 1888.*

On a Memorandum dated 28th March, 1888, from the Minister of Railways and Canals, representing that under date the 23rd March, instant, the chief engineer of Government railways has reported on the results of a further inspection made of the 13th and 14th sections of the Quebec and Lake St. John Railway, namely, up to the 140th mile north from St. Raymond, to which point the location has been approved, and that from this report it appears that in consequence of the snow the examination of the works in their entirety could not be carried out, the track is laid and in good running condition for the whole distance, and the chief engineer is satisfied that work has been done to the value represented by the following statement :—

From the junction to the 130th mile north of St. Raymond, total sub- sidy applicable.....	\$668,704
Deduct value of work remaining to be done which could not be viewed...	13,700
	<u>\$655,004</u>
Section No. 14 from the 130th to the 140th mile, total subsidy applicable	\$50,045
Deduct value of work remaining to be done or which could not be viewed.	15,045
	<u>85,000</u>
Total value of work done and viewed.....	<u>\$690,004</u>
That of this amount there has already been paid to the company.....	647,284
Leaving the balance payable.....	42,720

Edgar versus Caron.

The Minister recommends that (balances still unpaid from the subsidies granted in 1882 and 1883 being yet payable by virtue of an express provision of the Act 50-51 Vic., chap. 24) authority be given for paying to the company the said balance of \$42,720.

The committee advise that the requisite authority be granted.

JOHN J. MCGEE,
Clerk, Privy Council.

Exhibit "LJ" 59, for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

(Telegram.)

A. P. BRADLEY,

QUEBEC, Que., 21st February, 1889.

Has any decision been come to as to payment of subsidy per my letter of 5th, 50,319?

J. G. SCOTT.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 16th February, 1889.

On a memorandum dated 12th February, 1889, from the Minister of Railways and Canals, representing that the chief engineer of Government Railways reported under date 7th February, instant, that a further inspection was made of the subsidized line of the Quebec and Lake St. John Railway, the portion inspected being that between the village of St. Raymond and the 145th mile north from that point, and that the total amount of the subsidies granted to the company covering the distance from Quebec to a point 150 miles north of St. Raymond is..... \$775,095

From this the chief engineer makes deduction as follows:—

For the 4 miles from Quebec to the point of junction with the North Shore Railway (which is not built).....	\$12,800
For work remaining to be done on the section from St. Raymond to the 145th mile north of that point.....	36,380
For the section 5 miles from the 145th to the 150th mile north of St. Raymond not inspected.....	16,000
	\$65,180

Balance..... \$709,915

That of this balance the books of the Accountant show that there has already been paid the sum of.....	\$690,004
Leaving balance now payable.....	19,911

The Minister recommends that authority be given for the payment to the company of the said sum of \$19,911.00.

The committee advise that the requisite authority be granted.

JOHN J. MCGEE,
Clerk, Privy Council.

Exhibit "LJ" 60, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS.

OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,

OTTAWA, 2nd October, 1889.

A. P. BRADLEY, Esq.

Secretary, Department Railways and Canals.

SIR,—Under instructions from me, Mr. Ridout, on the 20th and 21st of September, ultimo, inspected the Quebec and Lake St. John Railway with a view to payment of subsidy, and he informs me the following is the position of the works:—

Subsidy granted on trunk line.

50 and 51 Vic., chap. 24, Quebec to Junction, 4 miles	\$ 12,800
48 and 49 Vic., chap. 59, Junction to St. Raymond, 32 miles.....	96,000
45 Vic., chap. 14, St. Raymond to Lake St. John, 120 miles.....	384,000
46 Vic., chap 25, short mileage, 25 miles.....	80,000
50-51 Vic., chap. 24, short mileage, 5 miles.....	16,000
49 Vic., chap 10, additional, 186 miles.....	186,295
	<hr/> \$775,095

Subsidy Granted Chicoutimi Branch.

51 Vic., chap. 3, Lake St. John towards Chicoutimi, 30 miles.....	96,000
52 Vic., chap. 3, end of section subsidized towards Chicoutimi, 20 miles.....	64,000
	<hr/> 160,000

Total subsidy, 286 miles..... \$935,095

From Quebec to Junction, 4 miles. No work has been done and no subsidy earned. Nil.

From Junction to St. Raymond, 32 miles; the road is completed and the full amount of subsidy earned..... \$96,000

From St. Raymond to 150 miles north thereof the work is far advanced towards completion and stands thus :

Edgar versus Caron.

St. Raymond to 50th mile, value of work remaining to be done—

Timber box culverts to be replaced by masonry.....	\$8,000	
Tamarac beam culverts to be replaced by cedar.....	1,000	\$4,000
50th to 60th mile—6 timber box culverts to be replaced by masonry.....	1,500	
9 tamarac beam culverts to be replaced by cedar.....	900	
5 French drains to be replaced by masonry	500	2,900
60th to 70th mile—4 timber box culverts to be replaced by masonry.....	1,000	
8 French drains to be replaced by masonry	800	
5 tamarac beam culverts to be replaced by cedar.....	500	2,300
70th to 80th mile—2 timber box culverts to be replaced by masonry.....	600	
8 tamarac beam culverts to be replaced by cedar.....	800	
1 French drain to be replaced by masonry	100	1,500
80th to 90th mile—4 French drains to be replaced by masonry.....	400	
1 tamarac beam culverts to be replaced by cedar.....	400	800
90th to 100th mile—2 French drains to be replaced by masonry.....	200	
2 tamarac beam culverts to be replaced by cedar.....	2,000	2,200
100th to 110th mile—2 timber box culverts to be replaced by masonry.....	200	
22 tamarac beam culverts to be replaced by cedar.....	2,200	2,400
110th to 120th mile—3 timber box culverts to be replaced by masonry.....	400	
8 tamarac beam culverts to be replaced by cedar.....	800	
9 French drains to be replaced by masonry	900	2,100
120th to 130th mile—4 timber box culverts to be replaced by masonry.....	1,000	
6 tamarac beam culverts to be replaced by cedar.....	600	
9 French drains to be replaced by masonry	1,000	2,600

130th to 140th mile—13 French drains to be replaced by masonry	1,500	
6 tamarac beam culverts to be replaced by cedar.....	600	
Cedar abutments of bridge to be replaced by masonry.....	4,000	
	<hr/>	6,100
140th to 150th mile—3 French drains to be replaced by masonry.....	300	
3 timber box culverts to be replaced by masonry	200	
1 timber beam culvert 15 feet high to be replaced by masonry.....	1,500	2,000
	<hr/>	<hr/>
		\$28,900 \$637,395

Chicoutimi Branch.

0 to 4.80th mile—Work remaining to be done:—		
4 French drains to be replaced by masonry	400	14,960
Subsidy representing work done.....		748,355
The following are the amounts of the subsidy representing work done junction to St. Raymond.....		96,000
St. Raymond to north end of subsidized main line 150 miles.....		637,395
4.80th miles of Chicoutimi Branch.....		14,960
Total		<hr/>
		\$748,355

This sum of \$748,355, if payment is made, is subject to a deduction of amount already paid.

I am, sir, your obedient servant,

COLLINGWOOD SCHREIBER,
Chief Engineer and General Manager.

Exhibit "LJ" 61, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 12th October, 1889.

On a memorandum dated 9th October, 1889, from the Minister of Railways and Canals, representing that under date the 2nd October, instant, the chief engineer of Government railways has reported that an inspection was made of the subsidized works of the Quebec and Lake St. John Railway Company and the result shows as follows:—

Edgar versus Caron.

Aggregate of subsidies granted for the main line from Quebec to Lake St. John.....	\$775,095
Value of work remaining to be done, on portion from Quebec to junction (no work done).....	\$12,800
From St. Raymond to 150 miles north of St. Raymond (details shown in re- port of chief engineer).....	28,900
Total value of work remaining to be done.....	<u>\$41,700</u>
Subsidy value of work executed.....	<u>\$733,395</u>
Of this amount the books of the accountant of the department show that there has already been paid.....	<u>709,915</u>

Leaving a balance now payable of..... \$23,480

The Minister further represents that the said report shows the results of an inspection of the Chicoutimi Branch of the said railway, the aggregate of the subsidies granted to which is \$160,000, and that of this there has been earned the sum of \$14,960 (\$400 being deducted to complete works). No portion of this subsidy has been paid.

The Minister recommends that authority be given for the payment to the company of the said sum of \$23,480 and \$14,960, making a total of \$38,440.

The committee advise that the requisite authority be granted.

JOHN J. MCGEE,
Clerk, Privy Council.

Exhibit "LJ" 62 for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL, *Clerk, R. C.*

QUEBEC AND LAKE ST. JOHN RAILWAY.

ANNUAL REPORT.

The annual general meeting of the shareholders of the Quebec and Lake St. John Railway Company took place at the Commercial Chambers, Quebec, on Thursday, 22nd May, 1890.

The annual report of the directors was read to the meeting, and adopted as follows:—

ANNUAL REPORT.

The Directors of the Quebec and Lake St. John Railway Company beg to report as follows, with regard to the operations of the past year:—

PROGRESS OF WORKS.

Since the date of the last annual report, no additional mileage has been built. The sum of £200,000 sterling was reserved by the terms of the deed of trust out of the proceeds of the issue of £780,000 of bonds for the completion and additional equipment of the road and £87,300 of this sum has since been drawn, through Messrs. Glyn, Mills, Currie & Co., upon certificates

of the engineer of the trustees, expended upon the completion of the road-bed and the full equipment of the road with rolling stock. With this expenditure, the unfinished portion of the line has been completed and ballasted from Roberval as far south as Lake Bouchette, a distance of 30 miles, additional rolling stock to the value of \$106,400 has been placed on the road, consisting of two Mogul locomotives, Nos. 12 and 13, three first class, three second class, two combined cars, six cattle cars, twenty-five box cars, sixty-two platform cars, and two conductors' vans, making the total value of rolling stock now on the line \$352,000.

Work has also been commenced upon the new short line into the city of Quebec, towards which both federal and provincial governments have lately granted aid.

By a careful and judicious expenditure of the large sum of money held by the trustees as a completion fund, it is believed that the whole road, when completed, will be second to none in the province, in point of solidity and equipment.

Negotiations are now in progress with the Quebec, Montmorency and Charlevoix Railway Company, for the use by that company of the proposed bridge over the St. Charles River and the city terminus, in common with us.

TRAFFIC.

The operating of the railway was taken over by this company from the contracting company on the first January, 1889, and since that date a daily train service has been maintained between Quebec and Roberval, in connection during the season of navigation with the steamer "Peribonca," running on Lake St. John and the rivers flowing into it. Representations have been made to the Federal Government, as to the necessity of placing lighthouses and buoys, and building wharves on the lake, so as to render the navigation safer and more convenient, and appropriations have been made by the government for these purposes.

A very efficient parlour and sleeping car service has been maintained over the whole line by the Monarch Palace Car Co. of New York.

The traffic accounts for the year ending 31st December, 1889, are now submitted to you, the mileage in operation having been 190 miles. During that period the number of passengers carried was 79,725, and the number of tons of freight 103,725, consisting of:

2,953	car loads of cordwood or	26,577	cords.	
1,865	"	"	of sawn lumber,	} 24,230,000 feet B.M.
558	"	"	of square timber,	
95	"	"	of pulp and paper,	
1,444	"	"	of general merchandise,	21,660 tons.
<hr/>				
6,915 cars.				

The prospects for the future traffic are very encouraging. New steam mills have been built during the year at St. Raymond and Lake Bouchette, and others are in course of erection and projection.

The produce of the logs made along the line during the past winter will give about forty million feet of lumber for transportation this year.

The passenger traffic has continued to increase steadily, the number of passengers carried being 79,725 as against 69,019 the previous year. The pleasure travel has been much increased by the excellent fishing in all the

Edgar versus Caron.

lakes and rivers along the line. Many fishing clubs have been formed, and club houses have been built by them, at considerable expense at different points. A very commodious hotel has been built by Mr. Beemer at Roberval, and has attracted so many guests from all parts of the continent, that it is now proposed to enlarge it at considerable expense. A first-class hotel has also been built at Lake Edward.

The road has been operated with regularity, and without accident to passengers.

COLONIZATION.

Last autumn your board invited delegates from every parish in the province to visit the Lake St. John district, for the purpose of inspecting the country and its productions. A large number of parishes sent delegates for this purpose, and the reports which have since been received from them are unanimous in declaring that the country offers a most promising field for colonization. Good results are expected to flow from this effort. A considerable number of new settlers went into the district last year, and an increased movement is expected during the coming season, the Provincial Government having appointed a special Colonization Agent for this territory. Efforts will also be made to induce some of the foreign immigrants who land at Quebec to establish themselves at Lake St. John. Your directors have, this year, decided to transport all new settlers of the agricultural class, who come properly recommended, from Quebec to Lake St. John, or intermediate points, free of charge. Representations have been made to the Government, asking their assistance to the company in the establishment of three or more experimental farms in the new townships recently laid out along the line between Beaudet Station and Lake Bouchette.

BRANCHES.

No construction work has been done on the extensions and branches during the past year. The company's charter provides for a western extension to Lake Temiscaming, which would make the lumber business of the St. Maurice and Upper Ottawa tributary to Quebec, and is therefore of immense importance to the city. Your directors are very anxious to push on the construction of the eastern extension to Chicoutimi and St. Alphonse, but the expensive nature of the bridging on this line renders this impossible, until additional assistance is obtained. Petitions have been made to both Federal and Provincial Governments for aid for both lines, and during the past session the Provincial Legislature voted 100,000 acres of land additional for the eastern extension.

MAINTENANCE.

The bridges, track, rolling stock, road-bed, stations and all other property of the railway are being kept in thorough repair, and in good condition. The addition, lately, of a costly wheel press and other machinery to the workshops facilitates and lessens the cost of repairs to rolling stock.

The whole respectfully submitted.

FRANK ROSS, *President.*
J. G. SCOTT, *Secretary.*

QUEBEC, 22nd May, 1890.

The ballot for the election of directors for the ensuing year was then proceeded with, and the scrutineers declared the following gentlemen elected,

viz :—Messrs. Frank Ross, E. Beaudet, Simon Peters, Hon. F. Langelier, M.P. Gavin Moir, Hon. P. Garneau, Jules Tessier, M.P.P., T. A. Piddington and John Theodore Ross, and also Mr. Edwin Hanson, of Montreal, and Hon. Geo. Irvine, as representing the trustees of the English bondholders, Mr. Joseph Fremont, Mayor of Quebec, and the Hon. Judge J. A. Gagné, of Chicoutimi, as representing, respectively, the city of Quebec and the county of Chicoutimi. At a subsequent meeting of the board, Mr. Frank Ross was elected President, and Messrs. E. Beaudet and Simon Peters, Vice-Presidents.

Exhibit "LJ" 63, for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

QUEBEC AND LAKE ST. JOHN RAILWAY.

QUEBEC, 18th October, 1890.

A. P. BRADLEY, Esq.,
Secretary, Railway Department, Ottawa.

SIR,—Will you kindly arrange to let us have a cheque as soon as convenient in payment of the subsidies upon the work inspected by Mr. Ridout on the 1st and 2nd inst., namely,—

On the River St. Charles bridge.....	\$30,000
On the 4 miles, Roberval end.....	12,800
For deduction for culverts, &c.....	28,900
	<hr/>
	\$71,700

As we have a large force of men now employed, and a heavy expenditure going on, we are depending upon this money to help to meet our engagements.

Your obedient servant,

J. G. SCOTT,
Secretary.

Exhibit "LJ" 64, for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS,

OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,

OTTAWA, 27th October, 1890.

A. P. BRADLEY, Esq.,
Secretary, Department Railways and Canals, Ottawa.

SIR—Mr. Ridout has inspected the bridge over the St. Charles river at Quebec, on the Quebec and Lake St. John Railway. This is a steel bridge of one fixed span of 150 feet and a swing span of two spannings of 80 feet each ;

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the structure rests on masonry piers. Mr. Ridout reports it well built and Mr. Marcus Smith, who has examined the strain, &c., states it is fully up to the requirements of the department.

Before any payment can be made on subsidy account, it is necessary that the company should enter into a contract under the Subsidy Act and that they should furnish a complete set of vouchers showing the cost of its construction.

I have the honour to be your obedient servant,

COLLINGWOOD SCHREIBER.

Exhibit "LJ" 65, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,

Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 13th November, 1890.

On a memorandum dated 10th November, 1890, from the Minister of Railways and Canals, representing that under the Subsidy Act of last session 53 Vic., cap. 2, the grant of the following subsidy was authorized:—

"To the Quebec and Lake St. John Railway Company for a railway bridge over the St. Charles River to give access to the city of Quebec, a subsidy not to exceed in the whole \$30,000; also for twelve miles of their railway from Lorette *via* Charlesbourg to Quebec, a subsidy not exceeding \$5,200 per mile, nor exceeding in the whole \$38,400, in all \$68,400."

The Minister further represents that the company have applied for admission to contract accordingly, and a suitable specification and draft of contract having been prepared, he recommends that the descriptions, specifications and conditions of the same be approved and that he be authorized to sign the said draft on behalf of the Government, the time for the completion of the whole of the works embraced in the said subsidy being fixed as the 1st of October, 1891.

The Minister further recommends the approval for subsidy purposes of the plans and profiles showing the location of the said twelve miles, and approval also of the detailed plans of the steel swing bridge over the River St. Charles, as to which last work he would observe that the site and general plan were duly approved by the Railway Committee of the Privy Council on the 20th of June, 1888.

The committee submit the same for Your Excellency's approval.

JOHN J. McGEE,

Clerk, Privy Council.

A.

SPECIFICATION AND DESCRIPTION.

1st. The railway shall be a single track line with gauge four feet eight and one-half inches, with necessary sidings.

2nd. The alignment, gradient and curvature shall be the best the physical features of the country will admit of, the maximum grade not to exceed sixty-nine (69) feet to the mile, except for a few hundred feet on landing from the

St. Charles bridge to the Louise embankment, where ninety-nine (99) feet per mile will be allowed; and the minimum radius of curve shall not be less than nineteen hundred and ten (1910) feet or 3° excepting the curve at the head of the Louise Dock, which may be of a minimum radius of five hundred (500) feet, or $11^{\circ} 15''$.

3rd. In all wooded sections the land must be cleared to the width of not less than fifty (50) feet on each side of the centre line; all brush and logs must be completely burnt and none thrown on the adjacent land.

4th. All stumps must be grubbed out within the limits of cuttings under three feet in depth, or embankments less than two feet in height.

5th. All stumps must be close cut where embankments are less than four feet and more than two feet in height.

6th. The railway must be enclosed with substantially-built legal fences, of wire or wood, with the necessary gates and crossings to accommodate the farmers.

7th. Road crossings with cattle guards and sign boards shall be provided at all public highways crossing the railway on a level with the rails.

8th. The width of cuttings at formation level shall be not less than twenty (20) feet, embankments not less than fifteen (15) feet, when settled into place.

9th. Efficient drainage must be provided by open ditches and under drains.

10th. All bridges, culverts and other structures must be of ample size and strength for the purpose intended; piers and abutments of truss bridges must be of massive masonry, and culverts under embankments over twelve feet in height must be of well built, strong second class masonry, iron, or double strength vitrified culvert pipes, made of durable and suitable materials, thoroughly permanent in character, and equal in every essential particular to the best description of like work employed in similar railway work in the Dominion.

11th. Open or beam culverts in embankments less than twelve feet in height shall be of strong second class masonry or of cedar wood not less than 10 inches by 10 inches, except the track stringers which may be of sound pine, white oak, tamarack or spruce timber, not less than 12 inches by 14 inches. The spans shall not exceed 14 feet, and they shall be constructed on a plan approved by the Minister of Railways and Canals. Superstructure of truss bridges may be of sound white pine or Georgia pitch pine wood, or if the trusses are covered in from the weather and shingled, in such case, straight-grained spruce timber may be used.

12th. Box culverts under embankments less than 12 feet in height shall be of strong second class masonry or cedar 10 inches by 10 inches, or double strength vitrified clay culvert pipes.

13th. The rails shall be of steel, weighing not less than fifty-six (56) pounds per lineal yard, of approved pattern and with the most approved fish-plate.

14th. The railway must be well ballasted with either gravel or other suitable material. The sleepers to be 8 inches face by 6 inches thick and 8 feet long—2,600 to the mile.

15th. Sufficient siding accommodation, stations, tanks, turntables or Y's, and such other structures and buildings as may be necessary to meet the requirements of the traffic shall be provided by the company.

16th. Sufficient rolling stock necessary to accommodate and to conduct promptly and efficiently the traffic and business of the line, including this section, is already provided by the company.

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17th. Trestle or pile bridges will not be allowed except upon the written authority of the Minister of Railways and Canals. When allowed, the timber of which they are to be constructed must also be approved by him.

THIS CONTRACT AND AGREEMENT made the second day of December, in the year one thousand eight hundred and ninety,

BETWEEN Her Majesty the Queen, acting in respect of the Dominion of Canada, and herein represented by the Minister of Railways and Canals, of the first part :

AND "The Quebec and Lake St. John Railway Company, of the second part ;

WITNESSETH, that whereas it is, in and by an Act passed in the session of the Parliament of Canada, held in the fifty-third year of Her Majesty's reign, chaptered two, and intituled, "An Act to authorize the granting of subsidies in aid of the construction of the lines of railway therein mentioned," amongst other things in effect enacted : That the Governor in Council may grant :

To the Quebec and Lake St. John Railway Company, for a railway bridge over the St. Charles River, to give access to the city of Quebec, a subsidy not to exceed in the whole \$80,000, also for 12 miles of their railway, from Lorette via Charlesbourg to Quebec, a subsidy not exceeding (\$8,200) three thousand two hundred dollars per mile, not exceeding in the whole sixty-eight thousand four hundred dollars, it being provided therein that the line of railway, unless it is already commenced, shall be commenced within two years from the first day of July, A.D. 1890, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the company with the Government, and which the Government is thereby empowered to make ; the location also of such line of railway shall be subject to the approval of the Governor in Council ; the said subsidy shall be payable out of the Consolidated Revenue Fund of Canada by instalments on the completion, to the satisfaction of the Minister of Railways and Canals, of each section of the railway of not less than ten miles proportionate to the value of the portion so completed, in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized.

Provided always, that the granting of such subsidy shall be subject to such conditions for securing such running powers or traffic arrangements, and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with that so subsidized, as the Governor in Council may determine.

AND WHEREAS the Governor in Council has duly approved of the description, conditions and specifications hereto annexed, marked "A," as the descriptions, conditions and specifications for the construction of the said railway.

NOW THIS AGREEMENT WITNESSETH, that in consideration of the said subsidy to be paid in the manner aforesaid, "The Quebec and Lake St. John Railway Company" covenants and agrees to and with her Majesty, Her Heirs and Successors in manner following, that is to say :—

1. That the company shall and will well, truly and faithfully make, build, construct and complete a line of railway from Lorette, via Charlesbourg, to Quebec, and a railway bridge over the St. Charles River to give access to the city of Quebec, said railway of a length of twelve miles, the points and approximate route and course being shown on the map filed in the Department of Railways and Canals, and all bridges, culverts and works appurtenant thereto, and will build, construct and complete the said line of railway, bridges and culverts, and perform all engineering services, whether in the field or in preparing plans or doing other office works, to the entire satisfaction of the Governor in Council.

2. That the company shall and will locate and construct the said line of railway on as straight a course as practicable, between the points above mentioned, with only such deviations as may seem absolutely indispensable to avoid serious engineering obstacles, and as shall be allowed by the Governor in Council.

3. That the gradients and alignment shall be the best that the physical features of the country will admit of in conformity with the aforesaid, specifications hereto annexed, marked "A."

4. That the company shall and will furnish profiles, plans and bills of quantities of the whole line of railway in ten-mile sections, and that before the work is commenced on any ten-mile section, such profiles, plans and bills of quantities shall be approved by the Governor in Council, and before any payments are made, the company will furnish such further returns as may be required to satisfy the Minister of Railways and Canals as to the relative value of the works executed with that remaining to be done.

5. That the said company shall commence the works embraced in this agreement within two months, and shall complete the same, to wit:—on or before the first day of October, A. D., eighteen hundred and ninety-one, time being declared to be material and of the essence of this contract, and in default of such completion as aforesaid, on or before the said date or dates, the company shall forfeit all right, claim or demand to any and every part of the subsidy remaining unpaid, as also to any moneys whatever which may be at the time of the failure of the completion as aforesaid due and owing to the company.

6. That the company will upon and after the completion of the said line of railway and works appertaining thereto, truly and faithfully keep the same and the rolling stock required therefor in good sufficient working and running order, and shall continuously and faithfully operate the same.

7. That the company will build, construct and complete the said line of railway and works appertaining thereto in all respects in accordance with the specification hereto annexed, marked "A"; and upon a line of location to be approved of by the Governor in Council.

8. That the granting of the said subsidy shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with the said line of railway so subsidized as the Governor in Council may determine.

9. And that the said line of railway and works appertaining thereto, together with all the franchises, rights, privileges, property, personal and real of every character, shall upon completion of the said line of railway and works appertaining thereto, be the property of the company.

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In witness whereof, "The Quebec and Lake St. John Railway Company" have caused their corporate seal to be affixed hereto and these presents to be signed by the President and by the Secretary of the said company, and the Minister of Railways and Canals hath hereunto set his hand and caused the same to be sealed and countersigned by the Secretary of the Department of Railways and Canals.

Signed by the President and by the Secretary of the said company the corporate seal of the company having been hereunto affixed, in the presence of

President.

Secretary.

Signed and sealed by the Minister and by the Secretary of the Department of Railways and Canals, in the presence of

Minister of Railways and Canals.

Exhibit "LJ" 66, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

OTTAWA, 13th December, 1890.

A. P. BRADLEY,
Secretary, Department of Railways and Canals.

Sir,—As regards subsidy applicable to the main line of the Quebec and Lake St. John Railway it stands thus, viz:—

Subsidy applicable.....	\$775,095
Less subsidy on 4 miles from Quebec to the junction with the Canadian Pacific Railway (North Shore Railway)	2,800
	<u>\$762,295</u>
Less estimated value of work to complete according to contract and modifications thereof made by Order in Council.....	\$8,100
	<u>\$754,195</u>

If a payment is to be made the amount of previous payments should be deducted.

I have the honour to be your obedient servant,

COLLINGWOOD SCHREIBER.

N.B.—It is represented that work has been done since date of last inspection, and I have given instructions for a further inspection at once which may change the balance of \$8,100.—C. S.

Exhibit "LJ" 67, for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL,

Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 9th January, 1891.

On a memorandum dated 8th January, 1891, from the Minister of Railways and Canals, representing that under date the 13th December, 1890, the Chief Engineer of Government Railways reported with regard to the subsidized main line of the Quebec and Lake St. John Railway, showing as follows :—

Subsidy applicable.....	\$775,095
Less subsidy on 4 miles from Quebec to the junction with the Canadian Pacific Railway (North Shore Railway).....	12,800
	<hr/> \$762,295
Less estimated value of work to complete accord- ing to contract and modifications thereof made by Order in Council.....	8,100
Subsidy represented by work done.....	754,195
Of this amount there has already been paid.....	733,395

Leaving the balance..... \$20,800

The Minister recommends that authority be given for the payment of the said balance of \$20,800.

The committee advise that the requisite authority be granted.

JOHN J. MCGEE,

Clerk, Privy Council.

CANADIAN GOVERNMENT RAILWAYS,

OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER.

OTTAWA, 22nd January, 1891.

A. P. BRADLEY, Esq.,

Secretary Department Railways and Canals, Ottawa.

SIR,—Mr. Ridout, on the 7th instant, inspected the 12 miles of the "loop line" of the Quebec and Lake St. John Railway between Lorette via Charlesbourg and Quebec in regard to subsidy. Owing to the ground being covered with snow, the inspection could not be made with the same degree of satisfaction as in the summer season, as many of the structures and the ballasting are not visible, but, so far as he was enabled to judge, the road had been well constructed and was completed with the following exceptions, viz :—

Fencing, 3,800 rods	\$ 3,800
Signboards for public road crossings.....	100
Ballasting 9,000 cubic yards.....	5,700
Completion of Hedleyville station.....	200
“ Lorette “	1,000

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Erection of water tank at Lorette.....	300
Water service at Quebec.....	1,000
Estimated value of work remaining to be done...	<u>\$12,100</u>

Position as regards subsidy.

Subsidy applicable, 53 Victoria, chap. 2, exclusive of special subsidy for St. Charles Bridge.....	\$88,400
Less estimated value of work to complete as shown in detail above.....	<u>12,100</u>
Subsidy represented by work done.....	<u>\$26,300</u>

I have the honour to be your obedient servant,

COLLINGWOOD SCHREIBER.

Exhibit "LJ" 69, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R.C.

CANADIAN GOVERNMENT RAILWAYS,

OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,
OTTAWA, 26th January, 1891.

A. P. BRADLEY, Esq.,
Secretary Department of Railways and Canals,
Ottawa.

SIR,—Mr. Ridout, on the 9th instant, inspected the main line of the Quebec and Lake St. John Railway with regard to subsidy, but owing to the works and road-bed being buried in snow he was not able to make his examination as complete as could be desired, but he was enabled to see so much of the work as to enable him to state that the work was at least completed with the following exceptions, viz.:—

St. Raymond to 50th mile—24 pine box culverts to be replaced by cedar.....	\$1,900
50th to 60th mile—4 mixed timber culverts to be replaced by cedar.....	\$500
2 French drains to be replaced by masonry.....	<u>200</u>
	700
60th to 70th mile—3 mixed timber culverts to be replaced by cedar.....	300
70th to 80th mile—1 French drain to be replaced by masonry.....	100
80th to 90th mile—4 French drains to be replaced by masonry.....	400
110th to 120th mile—3 tamarac culverts to be replaced by cedar drains.....	\$800
2 French drains to be replaced by masonry.....	300
7 French drains to be replaced by cedar...	<u>600</u>
	1,200

120th to 130th mile—4 tamarac culverts to be replaced by cedar.....	500
140th to 150th mile—1 French drain to be replaced by cedar.....	\$100
1 timber beam to be replaced by masonry.	1,500
	<hr/> 1,600
Estimated value of work remaining to be done.....	\$6,700
Subsidy applicable to main line.....	775,095
Estimated value of work remaining to be done—4 miles, Quebec to junction.....	12,800
Work as above in details.....	6,700
	<hr/> 19,500
Subsidy represented by work done..	<hr/> \$755,595

If payment is to be made the amount of previous payments should be deducted.

I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engineer and General Manager.

Exhibit "LJ" 70, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,

Clerk, R. C.

REPORT of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 2nd of February, 1891.

On a memorandum dated 29th January, 1891, from the Minister of Railways and Canals, representing that under date 26th January, instant, the chief engineer of Government railways reported on the result of an inspection of the main line of the Quebec and Lake St. John Railway.

The Minister states that from this report it appears that owing to the works and the road-bed being buried in snow the examination was not as complete as could be desired, but he is enabled to say that the work is completed with certain exceptions.

That the subsidy applicable to the main line is....	\$775,095
Less 4 miles, Quebec to Junction.....	\$12,800
Work remaining to be done.....	6,700
	<hr/> 19,500
	<hr/> \$755,595
That payments have already been made thereon amounting to.....	754,195
Leaving now payable.....	<hr/> \$ 1,400

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The Minister recommends that authority be given for the payment of the said sum of \$1,400.

The committee advise that the requisite authority be granted.

JOHN J. McGEE.

Clerk, Privy Council.

Exhibit "LJ" 71, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,

Clerk, R.C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 2nd February, 1891.

On a memorandum dated 29th January, 1891, from the Minister of Railways and Canals, representing that under date the 22nd January, instant, the chief engineer of Government railways reported on the results of an inspection made of the twelve miles of "loop line" between Quebec and Lorette *via* Charlesbourg, for which work the Quebec and Lake St. John Railway Company were subsidized by the Act 53 Vic., cap. 2 (1890) to the extent of \$38,400, and that from this report the section of railway in question appears to have been satisfactorily completed with the exception of work to the estimated value of \$12,100, leaving the balance of subsidy represented by work done \$26,300.

The Minister recommends that authority be given for the payment to the company of the said sum of \$26,300.

The committee advise that authority be granted accordingly.

JOHN J. McGEE,

Clerk, P.C.

Exhibit "LJ" 72, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,

Clerk, R. C.

CERTIFIED COPY of a Report of the Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 17th of February, 1891.

On a memorandum dated 13th February, 1891, from the Minister of Railways and Canals, representing that under date the 10th February instant, the chief engineer of Government railways reported on the results of an inspection made of the bridge of the Lake St. John Railway, over the River St. Charles at Quebec, subsidized by the Act 53 Vic., cap. 2, to the extent of 15 per cent. of the cost, the subsidy not to exceed \$30,000, and that this report shows the bridge to be completed, and to be a good structure, the value to be placed at \$101,000; 15 per cent. of which, he states, has been earned, which is \$15,150. The Minister recommends that authority be given for the payment to that company of the said subsidy \$15,150.

The committee advise that the requisite authority be granted.

JOHN J. McGEE,

Clerk, Privy Council.

Exhibit "LJ" 73, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS.

OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER.

OTTAWA, 19th February, 1891.

A. P. BRADLEY,
Secretary, Department Railways and Canals,
Ottawa.

SIR,—Mr. J. G. Scott, under com. No. 59357, asks the particulars of the payment of \$26,800 on the 12-mile loop line of the Quebec and Lake St. John Railway between Lorette *via* Charlesbourg and Quebec. Here it is:—

Subsidy applicable.....	\$38,400
Less work remaining to be done 3,800 rods fencing.....	3,800
Signboards of public road crossings.....	100
19,000 C. yds. ballasting.....	5,700
Completion of Hedleyville Station.	200
Completion of Lorette Station.....	1,000
Erection of water tank at Lorette.....	300
Providing water service at Quebec....	1,000
	<hr/> 12,100
Balance.....	<hr/> \$26,800

I have the honour to be your obedient servant,
COLLINGWOOD SCHREIBER.

Exhibit "LJ" 74, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CERTIFIED COPY of a Report of the Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 20th March, 1891.

On a memorandum dated 12th March, 1891, from the Minister of Railways and Canals, recommending, on an application made by the Quebec and Lake St. John Railway Company, favourably entertained by the Chief Engineer of Government Railways, that the specification attached to the contract made with that company on the 5th of December, 1888, for the construction under subsidy of a line of railway from Lake St. John, 30 miles towards Chicoutimi, be modified, the sections numbering 10, 11 and 16 of such specification being cancelled and the following being substituted therefor:—

10th. All bridges, culverts and other structures must be of ample size and strength for the purpose intended, piers and abutments of truss bridges must be of massive masonry, and culverts under embankments over 12 feet in height, must be of well built, strong second class masonry, iron or double strength vitrified culvert pipes made of durable and suitable materials, thoroughly per-

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manent in character and equal in every essential particular to the best description of like work employed in similar railway work in the Dominion.

11th. Open or beam culverts in embankments less than 12 feet in height shall be of strong second class masonry or of cedar wood not less than 10 inches by 10 inches, except the track stringers which may be of sound pine, white oak, tamarac or spruce timber, not less than 12 inches by 14 inches. The spans shall not exceed 14 feet, and they shall be constructed on a plan approved by the Minister of Railways and Canals. Superstructure of truss bridges may be of white sound pine or Georgia pitch pine wood, or if the trusses are covered in from the weather and shingled, in such case straight-grained spruce timber may be used.

12th. Box culverts under embankments less than 12 feet in height shall be of strong second class masonry or cedar 10 by 10 inches, or double strength vitrified clay culvert pipes.

16th. Trestle or pile bridges will not be allowed except upon written authority of the Minister of Railways and Canals. When allowed, the timber of which they are to be constructed must also be approved by him.

The committee submit the above recommendation for Your Excellency's approval.

JOHN J. MCGEE,
Clerk of the Privy Council.

Exhibit "LJ" 75, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 8th April, 1891.

On a Memorandum dated 6th April, 1891, from the Minister of Railways and Canals representing that under date the 26th of January, 1891, the chief engineer of Government railways reported on the result of an inspection made of the subsidized line of the Quebec and Lake St. John Railway Company, showing that the total subsidy applicable amounted to \$775,095.

From this he deducted for work remaining to be done.....	\$6,700
And for the section of the road comprised in the 4 miles between Quebec and the junction	12,800
Making the total deduction.....	\$19,500
And leaving the balance.....	755,595
Under an Order in Council dated the 2nd of February, 1891, the sum of \$14,000 was paid making the total payments	\$755,595

The Minister states that from a note made by the chief engineer under date the 1st April, inst., it appears that the company has urged that they be paid the sum of \$6,700 deducted in order that certain works specified in his report might be re-constructed of material and in the manner called for by the con-

tract (as modified by an Order in Council passed on the 28th of November, 1890) the said items being as follows:—

St. Raymond to 50th mile—24 pine box culverts to be replaced by cedar.....	\$1,900
50th to 60th mile—4 mixed timber culverts to be replaced by cedar.....	500
2 French drains to be replaced by masonry.....	200
60th to 70th mile—3 mixed timber culverts to be replaced by cedar.....	300
70th to 80th mile—French drain to be replaced by masonry.....	100
80th to 90th mile—4 French drains to be replaced by masonry.....	400
110th to 120th mile—3 tamarac culverts to be replaced by cedar.....	300
2 French drains to be replaced by masonry.....	300
7 French drains to be replaced by cedar.....	600
120th to 130th mile—4 tamarac culverts to be replaced by cedar.....	500
140th to 150th mile—1 French drain to be replaced by cedar.....	100
1 timber beam to be replaced by masonry.....	1,500
Estimated value of work remaining to be done.....	6,700

The Minister recommends that the contract dated the 4th September, 1883, and the said modifying Order in Council of the 28th of November, 1890, be further modified so as to admit of payment being made for the said items of work as constructed and that authority be given for the payment of the sum of \$6,700 accordingly.

The committee submit the above recommendation for Your Excellency's approval.

JOHN J. MCGEE,
Clerk, Privy Council.

Exhibit "LJ" 76, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS.

OFFICE OF THE CHIEF ENGINEER OF GOVERNMENT RAILWAYS,

OTTAWA, 13th April, 1891.

A. P. BRADLEY,
Secretary, Department Railways and Canals,
Ottawa.

SIR,—The following is the position of the subsidy to the main line of the Quebec and Lake St. John Railway —

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Subsidy applicable.....	\$775,095
Less for work not executed, section of road comprised in 4 miles between Quebec and the Junction.....	12,800

Subsidy represented by work done..... \$762,295

With the above exception, the work covered by the contract for the main line has been completed according to contract and modifications thereof.

If payment is made, the amount of previous payments should be deducted.

I have the honour to be your obedient servant,

COLLINGWOOD SCHREIBER.

Exhibit "LJ" 77, for the Crown; filed 21st September, 1892,

G. HAMEL,
Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 18th April, 1891.

On a memorandum dated 15th April, 1891, from the Minister of Railways and Canals, representing that, under date the 13th April, inst., the Chief Engineer of Government Railways reported as to the position of the Quebec and Lake St. John Railway Company with respect to the subsidy for their main line, showing the amount of subsidy applicable to be.....

Less for work not executed, the section of the road comprised in the 4 miles between Quebec and the Junction	12,800
--	--------

Subsidy represented by work done.....	762,295
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That of this there has already been authorized to be paid...	755,595
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Leaving balance now payable.....	6,700
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The Minister recommends that authority be given for the payment of the said sum of \$6,700.

The Committee advise that the requisite authority be granted.

JOHN J. McGEE,
Clerk, Privy Council.

Exhibit "LJ" 78, for the Crown; filed 21st September, 1892.

G. HAMEL,
Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,
OTTAWA, 4th May, 1891.

A. P. BRADLEY,
Secretary Department of Railways and Canals,
Ottawa.

SIR,—A subsidy was granted by the 53rd Vic., cap. 2, for a railway bridge over the St. Charles River to give access to the city of Quebec, not to

exceed in the whole \$30,000, upon which shall be paid 15% of the value of work done, on monthly progress estimates certified by the chief engineer and upon the approval of the Minister of Railways and Canals. A question arose in my mind as to the intention of the Act above referred to, viz.: whether the term "bridge" meant the way or bridge from bank to bank of the river or what might technically be called the bridge, viz.: the trusses and masonry on which they rest. The matter has been settled by an Order in Council dated 21st April, 1891, and upon learning this the estimate is prepared.

I made the balance of the work as bridge from	
bank to bank by the river amount to.....	\$165,000
15% on above \$165,000.....	24,750

which, run according to the terms of the Order in Council above referred to, has been earned by the Quebec and Lake St. John Railway Company. If a payment is to be made, the amount of previous payments should be deducted.

I have the honour to be, sir, your obedient servant,

COLLINGWOOD SCHREIBER.

Exhibit "LJ" 79, for the Crown; filed 21st September, 1892.

G. HAMEL,
Clerk, R.C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 18th May, 1891.

On a memorandum dated 14th May, 1891, from the Minister of Railways and Canals, representing that under date the 4th May, inst., the chief engineer of Government railways reported on the position of the Quebec and Lake St. John Railway Company in respect of the subsidy granted by 53 Vic., cap. 2, to the limit of \$30,000 for a railway bridge over the River St. Charles at Quebec shows that acting upon the definition of the term "bridge," became by the structures from bank to bank of the river as adopted by the Order in Council of the 21st April, 1891.

The company have executed work to the value of	\$165,000
Of which 15% the authorized amount is.....	24,750
That of this amount payments have already been	
authorized to the extent of.....	15,150
Leaving the balance the company are now entitled	
to receive.....	9,600

The Minister recommends that payment be authorized accordingly.
The committee advise that the requisite authority be granted.

JOHN J. MCGEE,
Clerk of the Privy Council.

Edgar versus Caron.

Exhibit "LJ" 80, for the Crown ; filed 21st September, 1892.

G. HAMEL,
Clerk, R.C.

CANADIAN GOVERNMENT RAILWAYS.

OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER.

OTTAWA, 27th November, 1891.

A. P. BRADLEY, Esq.

Secretary, Department Railways and Canals, Ottawa.

SIR,—Mr. Ridout on the 11th instant inspected the section of the Quebec and Lake St. John Railway from Charlesbourg, via Lorette to Quebec, a distance of 12 miles, in regard to subsidy, and he found the road completed according to contract with the following exception :—

The 40,000 gallon water tank at Quebec now in course of construction is not yet completed, in the meantime the engines are being watered at the C. P. R. Co's. station.

I have the honour to be, sir, your obedient servant,

COLLINGWOOD SCHREIBER.

Exhibit "LJ" 81, for the Crown ; filed 21st September, 1892.

G. HAMEL,
Clerk, R.C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 23rd March, 1883.

On a memorandum dated 17th March, 1883, from the Minister of Railways and Canals submitting that by an Act 45 Vic., chap. 14, passed last session, authority was given for the grant of subsidies towards the construction of certain lines of railway to such companies as might be approved by the Governor in Council as having satisfactorily established their ability to complete the said railways respectively within a reasonable time, and that amongst the proposed subsidies was the following :—

For a railway from St. Raymond to Lake St. John, both in the province of Quebec, a subsidy not exceeding \$3,200 a mile, nor exceeding in the whole \$384,000.

The Minister represents that by a letter dated the 14th instant, the Quebec and Lake St. John Railway Company have submitted an application for the grant of the aforesaid subsidy, forwarding with such application a copy of a bill amending and consolidating various previous Acts relating to their incorporation, privileges and powers, which bill is now before the Legislature of the province of Quebec, and has, they state, passed its third reading in both Houses and has been adopted, and that by the second clause of the said bill it is declared that the Act shall be held and taken to be a special Act incorporating the said company.

The minister further represents that the company have already constructed a line of railway between Quebec and St. Raymond, a distance of about 85 miles, and by the 3rd clause of the present bill provision is made for power to

construct a line from some point on their existing line or from the city of Quebec to Lake St. John, the road to be completed as far as the southern extremity of the Island of Lake Edward by the 31st day of December, 1885, and as far as Lake St. John by the 31st of December, 1887.

The Minister being satisfied as to the ability of the company, recommends that he be authorized in the event of the aforesaid bill becoming law, to enter into contract with the company for the purpose contemplated by the subsidizing Act above cited and in conformity with its provisions.

The committee advise that the requisite authority be granted accordingly, it being understood that the debt due to the Customs Department by the Quebec and Lake St. John Railway be repaid out of the said subsidy.

JOHN J. MCGEE.

Clerk, Privy Council.

Exhibit "LJ" 82, for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL,

Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 28th November, 1890.

On a memorandum dated 24th November, 1890, from the Minister of Railways and Canals, representing that under authority of an Order in Council, dated the 18th August, 1883, a contract was made with the Quebec and Lake St. John Railway Company on the 4th September following, for the construction under subsidy of a line of railway from St. Raymond to Lake St. John.

The Minister further represents that in the specification attached to the said contract was the following clause relating to the structure on the proposed railway :—

"10th. All bridge cuiverts and other structures must be of ample size and strength for the purpose intended. Piers and abutments of large bridges and culverts must be of massive stone masonry or iron made of durable and suitable materials, thoroughly permanent in character and in every essential particular equal to the best description of like work employed in similar railway work in the Dominion."

That the stipulations of this clause were of a somewhat stringent character and in subsequent dealings with companies for works to be executed under subsidy contracts it was found desirable to modify them.

The Minister states that the company has represented that in their construction of the aforesaid clause they have regarded themselves at liberty to dispense with masonry for some of the smaller culverts, and on their representations, the matter being submitted to the Chief Engineer of Government Railways, that officer has prepared a clause which, if accepted, would place this company in a position with regard to its structures similar to that of other subsidized companies, the said clause reading as follows :—

"All bridges, culverts and other structures must be of ample size and strength for the purpose intended. All piers and abutments of large span bridges (30 feet and upwards) must be of massive masonry. All abutments of small span bridges of one span only (under 30 feet) may be of well built,

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strong second class masonry or of cribs built of cedar wood not less than 10 x 10 filled with stone.

"All culverts under embankments over 12 feet in height may be of well built, strong second class masonry or iron pipes or double strength vitrified clay culvert pipes.

"All open or beam culverts in embankments less than 12 feet in height may be of well built, strong second class masonry, cedar wood not less than 10 x 10 or white pine or tamarack wood not less than 12 x 12, except the track stringers which may be of sound white pine, white oak or tamarack, not less than 12 x 14. The spans shall not exceed 14 feet and they shall be constructed on a plan approved by the Minister of Railways and Canals.

"All box culverts under embankments less than 12 feet in height shall be of well built, strong second class masonry or cedar wood not less than 10 x 10 or iron pipes or double strength vitrified culvert pipes.

"All superstructures of truss bridges may be sound white pine or Georgia pitch white wood, or if the trusses are covered in from the weather and shingled, in such cases, straight-grained spruce timber may be used."

The Minister recommends that this clause be approved in place of that numbered 10 in the present specification, the contract of the 4th of September, 1883, and Order in Council of the 18th August, 1883, being amended to this effect.

The committee submit the above recommendation for Your Excellency's approval.

JOHN J. MCGEE,
Clerk, Privy Council.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council approved by His Excellency the Governor General in Council on the 18th August, 1883.

On a Memorandum dated 13th August, 1883, from the acting Minister of Railways and Canals, representing that under date the 23rd March, last, an Order in Council was passed giving authority to the Minister of Railways and Canals, in the event of a certain bill then before the Legislature of the province of Quebec becoming law, which bill contemplated the amendment and consolidation of various Acts respecting the Quebec and Lake St. John Railway Company, to enter into agreement with that company in respect to the construction of that portion of their line between St. Raymond and Lake St. John, and the grant of the subsidy therefor sanctioned by the Act of the Dominion Government passed previous session and that with one or two minor changes, the Bill in question did become law as the Provincial Act 46 Vic. chap. 88.

The Minister now recommends that approval be given to the descriptions and specifications annexed with the accompanying draft of an agreement which it is proposed to make with the said company and to the dates for completion proposed as follows, namely, for completion to a point near the southern extremity of the Island of Lake Edward by the 31st December, 1885, and for completion to Lake St. John by the 25th May, 1887, being the extreme limit allowed by the Dominion Act 46 Vic. chap. 25, and furthermore that he be authorized on behalf of the Government to enter into agreement with the company for the execution of the work and the payment of the subsidies severally approved by the Acts 45 Vic. chap. 14, and 46 Vic. chap. 25, in accordance with the aforesaid accompanying draft.

The committee concur in the foregoing recommendations and submit the same for Your Excellency's approval.

JOHN J. MCGEE,
Clerk, Privy Council.

A.

***QUEBEC AND LAKE ST. JOHN RAILWAY.**

SPECIFICATION AND DESCRIPTION.

1st. The railway shall be a single track line with gauge four feet eight and one-half inches, with necessary sidings.

2nd. The alignment and gradient and curvature shall be the best the physical features of the country will admit of, the maximum grade of the trunk line not to exceed one hundred and six feet to the mile with two exceptions at about the 12th mile from St. Raymond and near Lake St. John, where gradients of 118 feet per mile may be used, and the minimum curvature not to be of less radius than eight feet, with the exception of two short curves of 600 feet radius at about the 86th mile.

3rd. In all wooded sections the land must be cleared to the width of not less than thirty-three feet on each side of centre of line; all brush and logs must be completely burnt and none thrown on the adjacent land.

4th. All stumps must be grubbed out within the limits of cuttings under three feet in depth, on embankments less than two feet in depth.

5th. All stumps must be close cut where embankments are less than four feet and more than two feet in height.

6th. Through settlements the railway must be enclosed with substantially built legal fences.

7th. Road-crossings with cattle guards and signboards shall be provided wherever required.

8th. The width of cuttings at formation shall be twenty feet, embankments fifteen feet.

9th. Efficient drainage must be provided either by open ditches or under-drains.

10th. All bridges, culverts and other structures must be of ample size and strength for the purpose intended. Piers and abutments of large bridges and culverts must be of massive stone masonry or iron made of durable materials, thoroughly permanent in character and in every essential particular equal to the best description of like work in the Dominion.

11th. The rails shall be of steel, weight 56 pounds per lineal yard, of approved pattern and with the most approved fish or scabbard joint.

12th. The roadway must be well ballasted with either gravel or other suitable material.

13th. Sufficient siding accommodation shall be provided by the company as may be necessary to meet the requirements of the traffic.

14th. Sufficient rolling stock, necessary to accommodate the business of the line, shall be provided by the company with stations and terminal accommodations, including engine sheds, turntables, shops, machinery, &c., &c.

QUEBEC AND LAKE ST. JOHN RAILWAY,
QUEBEC, 30th April, 1883.

J. G. SCOTT, *Secretary.*

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ARTICLES OF AGREEMENT made and entered into this fourth day of September, in the year of our Lord, one thousand eight hundred and eighty,

BETWEEN "The Quebec and Lake St. John Railway," of the first part, and Her Majesty Queen Victoria, represented herein by the Acting Minister of Railways and Canals, of the second part.

WITNESSETH, That whereas, it is in and by an Act passed in the session of the Parliament of Canada held in the forty-fifth year of Her Majesty's reign, chaptered and intituled: "An Act to provide for the granting of subsidies for the construction of certain lines of railway from St. Raymond to Lake St. John, both of the province of Quebec, a subsidy not exceeding three thousand two hundred dollars per mile, nor exceeding in the whole three hundred and eighty-four thousand dollars," the said subsidy to be granted to such company as shall be approved by the Governor in Council as having established to his satisfaction its ability to complete the said railway within a reasonable time, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council, such subsidy to be payable by instalments on the completion of each ten miles of railway proportionate to the value of the portion so completed in the comparison with the whole work undertaken, such proportion to be established by the report of the said Minister of Railways and Canals, provided always, that the granting of such subsidy shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting therewith as the Governor in Council may determine.

AND WHEREAS, "The Quebec and Lake St. John Railway Company" has been duly approved by the Governor in Council, and has established to his satisfaction its ability to complete the said railway within a reasonable time to be fixed by Order in Council,

AND WHEREAS, The Governor in Council has duly approved of the descriptions and specifications hereto annexed marked "A,"

AND WHEREAS, by an Act passed in the session of the Parliament of Canada held in the forty-sixth year of Her Majesty's reign, and intituled: "An Act for authorizing subsidies for the construction of the lines of railway therein mentioned," it is amongst other things in effect enacted, that it shall be lawful for the Governor in Council to grant to the Quebec and Lake St. John Railway Company for twenty-five miles of their railway, from St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding three thousand two hundred dollars per mile, nor exceeding in the whole eighty thousand dollars in addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen (hereinbefore referred to) the said railway to be commenced within two years from the first of July next, and completed within a reasonable time, not to exceed four years from and after the passing of this Act, to be fixed by Order in Council and according to the descriptions and specifications to be approved by the Governor on the report of the Minister of Railways and Canals and specified in an agreement to be made by the company with the Government, the said subsidy to be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of not less than ten miles of railway proportionate to the value of the proportion so completed in comparison with the whole work undertaken to be established by the report of the said Minister; Provided always, that the granting of such subsidies shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all

reasonable facilities and equal mileage rates to all railways connecting with the line of railways so subsidized as aforesaid, as the Governor in Council may determine.

NOW THIS AGREEMENT WITNESSETH that in consideration of the said subsidy to be paid in the manner aforesaid—

“The Quebec and Lake St. John Railway Company” covenants and agrees to and with Her Majesty, Her heirs and successors, in manner following, that is to say:—

1st. That the company shall and will truly and faithfully make, build, construct and complete a line of railway from St. Raymond to Lake St. John, the points and approximate route and course being shown on the map hereto annexed marked “B,” and all bridges, culverts, and works appurtenant thereto, and will build, construct and complete the said line of railway, bridges, culverts, works and all the engineering services, whether in the field or in preparing plans or doing the office work, to the entire satisfaction of the Governor in Council.

2nd. That the company shall and will locate and construct the said line of railway on as straight a course as practicable between St. Raymond and Lake St. John, with only such deviations as may seem absolutely indispensable to avoid serious engineering obstacles and as shall be allowed by the Governor in Council

3rd. That the gradients and alignments shall be the best that the physical features of the country will admit of in conformity with the aforesaid specification hereto annexed, marked “A.”

4th. That the company shall and will furnish profiles, plans and bills of quantities of the whole line of railway in ten-mile sections, and that before the work is commenced on any ten-mile section, such profiles, plans and bills of quantities shall be approved by the Governor in Council, and before any payments are made the company will furnish such further returns as may be required to satisfy the Minister of Railways and Canals as to the relative value of the work executed with that remaining to be done.

5th. That the said company shall commence the works embraced in this agreement within three months from the date hereof and shall complete the same, to wit:

From some point on their existing line to a point near the southern extremity of the Island of Lake Edward by the thirty-first day of December, A.D. one thousand eight hundred and eighty-five, and thence to a point near Lake St. John by the twenty-fifth day of May, A.D. one thousand eight hundred and eighty-seven, time being declared to be material and of the essence of this contract.

6th. That the company will, upon and after the completion of the said line of railway and works appertaining thereto, truly and faithfully keep and maintain the same and the rolling stock required thereto in good sufficient working and running order, and shall continuously and faithfully operate the same.

7th. That the company will build, construct and complete the said line of railway and works appertaining thereto in all respects in accordance with the specification hereto annexed, marked “A,” and upon a line of location to be approved of by the Governor in Council.

8th. That the granting of the said subsidy shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways

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connecting with the said line of railway as the Governor in Council may determine.

9th. And that the said line of railway and works appertaining thereto, together with all the franchises, rights, privileges, property personal and real of every character shall upon completion of the said line of railway and works appertaining thereto, be the property of the company.

10th. And it is hereby specially agreed and understood that the debt due to Her Majesty's Customs Department by "The Quebec and Lake St. John Railway Company" shall be repaid to Her said Majesty out of the amount of the subsidy hereinbefore mentioned.

In witness whereof "The Quebec and Lake St. John Railway Company" have caused their corporate seal to be affixed hereto and these presents to be signed by the president of the said company, and the acting Minister of Railways and Canals hath hereunto set his hand and caused the seal of the Department of Railways and Canals to be hereto affixed and these presents to be countersigned by the secretary of the said department.

Signed by the president of the
said company, the corporate
seal of the company having
been hereto affixed in the pre-
sence of

J. G. SCOTT,
Secretary.

T. LEDROIT,
President.

Signed and sealed by the acting
Minister and by the secretary
of the Department of Railways
and Canals in the presence
of

H. A. FISSIAULT.

J. H. POPE,
Acting Minister of Railways and Canals.
A. P. BRADLEY,
Secretary.

Exhibit "LJ" 83, for the Crown; filed 21st September, 1892.

G. HAMEL,
Clerk, R. C.

A.

SPECIFICATION AND DESCRIPTION.

1st. The railway shall be a single track line with gauge four feet eight and one half inches, with necessary sidings.

2nd. The alignments, gradient and curvature shall be the best the physical features of the country will admit of, the maximum grade not to exceed one hundred and thirty-two feet to the mile and the minimum curvature not to be of less radius than eight hundred and nineteen feet.

3rd. In all wooded sections the land must be cleared to the width of not less than fifty feet on each side of the centre line; all brush and logs must be completely burnt and none thrown on the adjacent land.

4th. All stumps must be grubbed out within the limits of cuttings under three feet in depth, or embankments less than two feet in height.

5th. All stumps must be close cut where embankments are less than four feet and more than two feet in height.

6th. Through settlements the railway must be enclosed with substantially-built legal fences, of wire or wood, with the necessary gates and crossings to accommodate the farmers.

7th. Road crossings with cattle guards and sign boards shall be provided at all public highways crossing the railway on a level with the rails.

8th. The width of cuttings at formation level shall be for rock, eighteen feet, for earth twenty feet, embankments fifteen feet.

9th. Efficient drainage must be provided by open ditches and under-drains.

10th. All bridges, culverts and other structures must be of ample size and strength for the purpose intended ; piers and abutments of truss bridges must be of massive masonry except abutments of bridge over Little River, 2nd mile north of junction with the North Shore Railway, which may be of pine timber, cribwork filled with stone, and culverts under embankments over twelve feet in height must be of well built, strong second class masonry or iron, made of durable and suitable materials, thoroughly permanent in character, and equal in every essential particular to the best description of like work employed in similar railway work in the Dominion. Culverts under embankments less than twelve feet in height may be of pine of wood. Superstructure of truss bridges may be of wood

11th. The rails shall be of steel, weighing not less than fifty pounds per lineal yard, of approved pattern, and with the most approved fish-plate.

12th. The railway must be well ballasted with either gravel or other suitable material. The sleepers to be 8 inches face by 6 inches thick and 8 feet long—2,600 to the mile.

13th. Sufficient siding accommodation, stations, tanks, turntables or Y's, and such other structures and buildings as may be necessary to meet the requirements of the traffic shall be provided by the company.

14th. Sufficient rolling stock necessary to accommodate and to conduct promptly and efficiently the traffic and business of the line shall be provided by the company.

Signed in presence of

H. A. FISSIAULT,
M. DESJARDINS.

T. LeDROIT,
President.

J. G. SCOTT,
Secretary.

J. H. POPE,
Minister Railways and Canals.
A. P. BRADLEY,
Secretary.

THIS CONTRACT AND AGREEMENT made the tenth day of February, in the year one thousand eight hundred and eighty-six.

BETWEEN Her Majesty THE QUEEN, acting in respect of the Dominion of Canada, and herein represented by the Honourable John Henry Pope, Minister of Railways and Canals, of the first part :

AND the Quebec and Lake St. John Railway Company, of the second part :

WITNESSETH that whereas it is, in and by an Act passed in the Session of the Parliament of Canada held in the forty-eighth and forty-ninth year of Her

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Majesty's reign, chaptered fifty-nine, and intituled, "An Act to authorize the granting of the subsidies therein mentioned in aid of the construction of certain Railways," amongst other things, in effect enacted: That the Governor in Council may grant:

To the Quebec and Lake St. John Railway Company, for a line of railway from its junction with the North Shore Railway, to St. Raymond, on the condition of the company extending their road to a point 50 miles north of St. Raymond, a subsidy not exceeding three thousand two hundred dollars per mile, nor exceeding in the whole ninety-six thousand dollars, the said railway to be commenced within two years from the first day of August, A. D. 1885, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and to be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the Company with the Government; the location of such line of railway to be subject to the approval of the Governor in Council; the said subsidy to be payable out of the Consolidated Revenue Fund of Canada by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed, in comparison with that of the whole work undertaken, to be established by the report of the said Minister.

Provided always, that the granting of such subsidy shall be subject to such conditions, for securing such running powers or traffic arrangements, and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting the line of railway so subsidized, as the Governor in Council may determine.

AND WHEREAS the Governor in Council has duly approved of the descriptions, conditions and specifications hereto annexed, marked "A," as the descriptions, conditions and specifications for the construction of the railway from the junction of the Quebec and Lake St. John Railway on the North Shore Railway to St. Raymond, and of the location thereof.

NOW THIS AGREEMENT WITNESSETH, that in consideration of the said subsidy to be paid in the manner aforesaid, "The Quebec and Lake St. John Railway Company" covenants and agrees to and with Her Majesty, Her Heirs and successors in manner following, that is to say:—

1. That the Company have already built a line of railway from the junction of the Quebec and Lake St. John Railway on the North Shore Railway to St. Raymond, the points and route and course being shown on the map filed in the Department of Railways and Canals marked "B"; and all bridges, culverts and works appurtenant thereto, and have completed the said line of railway, bridges, culverts, and performed all engineering services, whether in field, or in preparing plans or doing other office works, to the entire satisfaction of the Governor in Council.

2. That the Company have satisfied the said Minister as to their compliance with the condition mentioned in the Act above mentioned of extending their road to a point 50 miles north of St. Raymond.

3. That the gradients and alignment are the best that the physical features of the country admit of in conformity with the aforesaid specifications hereto annexed, marked "A."

4. That the Company have furnished profiles and plans of the whole line of railway herein subsidized, such profiles and plans have been approved by the Governor in Council, and before any payments are made, the company will

furnish such further returns as may be required to satisfy the Minister of Railways and Canals as to the relative value of the works executed with that remaining to be done.

6. That the company will truly and faithfully keep the said line of railway and the rolling stock required therefor in good and sufficient working and running order, and shall continuously and faithfully operate the same.

7. That the company have completed the said line of railway and works appertaining thereto in all respects in accordance with the specification hereto annexed, marked "A"; and upon a line of location approved of by the Governor in Council.

8. That the granting of the said subsidy shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with the said line of railway, as the Governor in Council may determine.

9. And that the said line of railway and works appertaining thereto, together with all the franchises, rights, privileges, property, personal and real, of every character, shall be the property of the company.

IN WITNESS WHEREOF, "The Quebec and Lake St. John Railway Company" have caused their corporate seal to be affixed hereto, and these presents to be signed by the president and by the secretary of the said company, and the Minister of Railways and Canals hath hereunto set his hand and caused the same to be sealed and countersigned by the Secretary of the Department of Railways and Canals.

Signed by the President and by the
Secretary of the said Company,
the corporate seal of the Company
having been hereto affixed, in the
presence of

JAS LARMON.
ALEX HARDY.

Signed and sealed by the Minister
and by the Secretary of the De-
partment of Railways and Canals,
in the presence of

H. A. FISSIAULT.
M. DESJARDINS.

T. LEDROIT,
President.

J. G. SCOTT,
Secretary.

J. H. POPE,
Minister of Railways & Canals.

A. P. BRADLEY,
Secretary.

Exhibit "LJ" 84, for the Crown; filed 21st September, 1892.

G. HAMEL,
Clerk, R. C.

CERTIFIED Copy of a Report of a Committee of the Honourable the Privy Council,
approved by His Excellency the Governor General in Council on the 26th
July, 1892.

On a memorandum dated 23rd July, 1892, from the Minister of Railways and Canals, representing that by the Act 52 Vic., ch. 3 (1889) authority was given for the grant of the following subsidy :—

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To the Quebec and Lake St. John Railway Company for 20 miles of their railway from the end of the section or 30 miles from Lake St. John towards Chicoutimi in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$64,000.

The Minister further represents that the company having applied for admission to contract, a draft of such contract, containing specifications, conditions and descriptions suitable to the case has been prepared by the department and is hereto attached.

That the said draft contract has been made to embrace also the works for the first 30 miles from Chambord Junction as to which a contract was entered into on the 5th December, 1888, the specification attached thereto being thereby modified, and also to the 4 miles towards Roberval, as to which two sections the Subsidy Acts of last session made special provision.

The Minister recommends that the same be approved and that he be authorized to sign the said draft on behalf of the Government, the date for completion being fixed as the 1st of August, 1893.

The Minister further represents that plans and profiles have been sent by the company for approval on the 4th March, 1892, as to which the chief engineer of Government railways has reported favourably under date the 22nd July, 1892, with respect to the portion between the 30th and the 50th mile provided the grade shown by a red line be followed.

The Minister therefore recommends that the location of the said portion be approved subject to the condition named.

The Committee submit the above for your Excellency's approval.

JOHN J. McGEE,

Clerk of the Privy Council.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 18th April, 1891.

On a memorandum dated 15th April, 1891, from the Minister of Railways and Canals, representing that application has been made by the Quebec and Lake St. John Railway Company for an extension of time for the completion of the 30 miles of their Chicoutimi Branch, subsidized under the Act 51 Vic., cap 3 (1888), the contract for which work, dated the 5th of December, 1888, and authorized by an Order in Council of the 17th of November previous, calling for completion by the 1st of August, 1890. The company represent that the costly and difficult character of the work, especially of the bridging, has rendered it impossible to execute it within the given period.

The Minister recommends (the chief engineer of Government railways having reported favourably on this application) that the date for completion be extended to the 1st of August, 1892, the limit allowed by the Act, the contract and also the Order in Council of the 17th of November, 1888, being named to this effect.

The committee submit the same for Your Excellency's approval.

JOHN J. McGEE,

Clerk, Privy Council.

CERTIFIED COPY of a Report of the Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 20th March, 1891.

On a memorandum dated the 12th March, 1891, from the Minister of Railways and Canals, recommending, on an application made by the Quebec and Lake St. John Railway Company, favourably entertained by the chief engineer of Government railways, that the specification attached to the contract made with that company on the 5th of December, 1888, for the construction under subsidy of a line of railway from Lake St. John, 30 miles, towards Chicoutimi, be modified, the sections number 10, 11 and 16 of such specifications being cancelled and the following being substituted therefor:—

10th. All bridges, culverts and other structures must be of ample size and strength for the purpose intended, piers and abutments of truss bridges must be of massive masonry, and culverts under embankments over twelve feet in height must be of well built, strong second class masonry, iron or double strength vitrified culvert pipes, made of durable and suitable materials, thoroughly permanent in character, and equal in every essential particular to the best description of like work employed in similar railway work in the Dominion.

11th. Open or beam culverts in embankments less than twelve feet in height shall be of strong second-class masonry or of cedar wood not less than ten inches by ten inches, except the track stringers, which may be of strong pine, white oak, tamarac or spruce timber, not less than 12 inches by 14 inches.

The span shall not exceed 14 feet, and they shall be constructed on a plan approved by the Minister of Railways and Canals. Superstructure of truss bridges may be of white sound pine or Georgia pitch pine wood, or if the trusses are covered in from the weather and shingled, in such case straight-grained spruce timber may be used.

12th. Box culverts under embankments less than 12 feet in height shall be of strong second-class masonry or cedar, 10 by 10 inches, or double strength vitrified clay culvert pipe.

16th. Trestle or pile bridges will not be allowed except upon the written authority of the Minister of Railways and Canals. When allowed, the timber of which they are to be constructed must also be approved by him.

The committee submit the above recommendation for Your Excellency's approval.

JOHN J. MCGEE,
Clerk, Privy Council.

A.

SPECIFICATION AND DESCRIPTION.

1st. The railway shall be a single track line with gauge four feet eight and one-half inches, with necessary sidings.

2nd. The alignments, gradients and curvatures shall be the best the physical features of the country will admit of, the maximum grade not to exceed eighty (80) feet to the mile, and the minimum curvature not to be of less radius than nine hundred and fifty-five (955) feet (or 6°) except at Chambord Junction, where a curve of eight hundred and eighteen (818) feet (or 7°) will be allowed.

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3rd. In all wooded sections the land must be cleared to the width of not less than fifty (50) feet on each side of the centre line; all brush and logs must be completely burnt and none thrown on the adjacent land.

4th. All stumps must be grubbed out within the limits of cuttings under three feet in depth, or embankments less than two feet in height.

5th. All stumps must be close cut where embankments are less than four feet and more than two feet in height.

6th. The railway must be enclosed with substantially-built legal fences, of wire or wood, with the necessary gates and crossings to accommodate the farmers.

7th. Road crossings with cattle guards and sign boards shall be provided at all public highways crossing the railway on a level with the rails.

8th. The width of cuttings at formation level shall not be less than twenty (20) feet, embankments not less than fifteen (15) feet, when settled into place.

9th. Efficient drainage must be provided by open ditches and under-drains.

10th. All bridges, culverts and other structures must be of ample size and strength for the purpose intended; piers and abutments of truss bridges must be of massive masonry, and culverts under embankments over twelve feet in height must be of well built, strong second class masonry, or iron, made of durable and suitable materials, thoroughly permanent in character, and equal in every essential particular to the best description of like work employed in similar railway work in the Dominion.

11th. Open or beam culverts in embankments less than twelve feet in height shall be of strong second class masonry or of cedar wood not less than 10 inches by 10 inches, except the track stringers which may be of sound pine, white oak, tamarack or spruce timber, not less than 12 inches by 14 inches. The span shall not exceed 14 feet, and they shall be constructed on a plan approved by the Minister of Railways and Canals. Superstructure of truss bridges may be of sound white pine or Georgia pitch pine wood, or if the trusses are covered in from the weather and shingled, in such case straight-grained spruce timber may be used.

12th. Box culverts under embankments less than 12 feet in height shall be of strong second class masonry or cedar 10 by 10 inches.

13th. The rails shall be of steel, weighing not less than fifty-six (56) pounds per lineal yard, of approved pattern and with the most approved fish-plate.

14th. The railway must be well ballasted with either gravel or other suitable material. The sleepers to be 8 inches face by 5 inches thick and 8 feet long—2,600 to the mile.

15th. Sufficient siding accommodation, stations, tanks, turntables or Y's, and such other structures and buildings as may be necessary to meet the requirements of the traffic shall be provided by the company.

16th. Sufficient rolling stock necessary to accommodate and to conduct promptly and efficiently the traffic and business of the line shall be provided by the company, of which the Minister of Railways and Canals shall be the judge.

17th. Trestle or pile bridges will not be allowed except upon the written authority of the Minister of Railways and Canals. When allowed, the timber of which they are to be constructed must also be approved by him.

18th. In cases in which the Minister of Railways and Canals gives his written authority for the erection of a trestle bridge, it shall be built of good

sound white or Georgia pitch pine, well framed and strongly put together with screw bolts and nuts upon a plan approved by him.

J. H. POPE,

A. P. BRADLEY,
Secretary.

Minister of Railways and Canals.

SIMON PETERS,

J. G. SCOTT,
Secretary.

President.

Witness to signatures of Minister and Secretary { H. A. FISSIAULT,
M. DESJARDINS.

E. A. HOARE,
Engineer.

THIS CONTRACT AND AGREEMENT made the fifth day of December, in the year one thousand eight hundred and eighty-eight,

BETWEEN Her Majesty THE QUEEN, acting in respect of the Dominion of Canada, and herein represented by the Honourable John Henry Pope, Minister of Railways and Canals, of the first part, and the Quebec and Lake St. John Railway Company, of the second part;

WITNESSETH, that whereas it is, in and by an Act passed in the session of the Parliament of Canada held in the fifty-first year of Her Majesty's reign, chaptered three, and intituled, "An Act to authorize the granting of subsidies in aid of the construction of the lines of railway therein mentioned," amongst other things in effect enacted: That the Governor in Council may grant:

To the Quebec and Lake St. John Railway Company, for 80 miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, being a transfer made at the request of the Saguenay and Lake St. John Railway Company of the subsidy granted to them by 50 and 51 Vic., chap. 24, a subsidy not exceeding three thousand two hundred dollars per mile, nor exceeding in the whole ninety-six thousand dollars, the said railway to be commenced within two years from the first day of August, A. D., 1888, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and to be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the Company with the Government, and which the Government is thereby empowered to make; the location of such line of railway to be subject to the approval of the Governor in Council; the said subsidy to be payable out of the Consolidated Revenue Fund of Canada by instalments on the completion, to the satisfaction of the Minister of Railways and Canals, of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed, in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized.

AND WHEREAS the Governor in Council has duly approved of the descriptions, conditions and specifications hereto annexed, marked "A," as the descriptions, conditions and specifications for the construction of the said railway.

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NOW THIS AGREEMENT WITNESSETH, that in consideration of the said subsidy to be paid in the manner aforesaid, "The Quebec and Lake St. John Railway Company" covenants and agrees to and with Her Majesty, Her Heirs and Successors in manner following, that is to say:—

1. That the company shall and will well, truly and faithfully make, build, construct and complete a line of railway from Chambord Junction, of their railway, near Lake St. John, towards Chicoutimi, thirty miles, the points and approximate route and course being shown on the map filed in the Department of Railways and Canals, and all bridges, culverts and works appurtenant thereto, and will build, construct and complete the said line of railway, bridges and culverts, and perform all engineering services, whether in the field or in preparing plans or doing other office works, to the entire satisfaction of the Governor in Council.

2. That the company shall and will locate and construct the said line of railway on as straight a course as practicable, between the points above mentioned, with only such deviations as may seem absolutely indispensable to avoid serious engineering obstacles, and as shall be allowed by the Governor in Council.

3. That the gradients and alignments shall be the best that the physical features of the country will admit of in conformity with the aforesaid specifications hereto annexed, marked "A."

4. That the company shall and will furnish profiles, plans and bills of quantities of the whole line of railway in ten-mile sections and that before the work is commenced on any ten-mile section, such profiles, plans and bills of quantities shall be approved by the Governor in Council, and before any payments are made, the company will furnish such further returns as may be required to satisfy the Minister of Railways and Canals as to the relative value of the works executed with that remaining to be done.

5. That the said company have commenced the works embraced in this agreement and shall complete the same, to wit:—on or before the first day of August, A. D., eighteen hundred and ninety, time being declared to be material and of the essence of this contract, and in default of such completion as aforesaid, on or before the said date or dates, the company shall forfeit all right, claim or demand to any and every part of the subsidy remaining unpaid, as also to any moneys whatever which may be at the time of the failure of the completion as aforesaid due and owing to the company.

6. That the company will upon and after the completion of the said line of railway and works appertaining thereto, truly and faithfully keep the same and the rolling stock required therefor in good sufficient working and running order, and shall continuously and faithfully operate the same.

7. That the company will build, construct and complete the said line of railway and works appertaining thereto in all respects in accordance with the specification hereto annexed, marked "A"; and upon a line of location to be approved of by the Governor in Council.

8. And that the said line of railway and works appertaining thereto, together with all the franchises, rights, privileges, property, personal and real of every character, shall upon completion of the said line of railway and works appertaining thereto, be the property of the company.

In witness whereof, "The Quebec and Lake St. John Railway Company" have caused their corporate seal to be affixed hereto and these presents to be signed by the President and by the Secretary of the said company, and the Minister of Railways and Canals hath hereunto set his hand and caused the

same to be sealed and countersigned by the Secretary of the Department of Railways and Canals.

Signed by the President and by the Secretary of the said company, the corporate seal of the company having been hereto affixed, in the presence of

A. VALLERAND,
STUART S. OLIVER.

SIMON PETERS,
President.
J. G. SCOTT,
Secretary.

Signed and sealed by the Minister and by the Secretary of the Department of Railways and Canals, in the presence of

H. A. FISSIAULT,
M. DESJARDINS.

J. H. POPE,
Minister of Railways and Canals.
A. P. BRADLEY,
Secretary.

Exhibit "LJ" 85, for the Crown; filed 21st September, 1892.

G. HAMEL,
Clerk, R.C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 7th January, 1892.

On a memorandum dated 4th January, 1892, from the Acting Minister of Railways and Canals, representing that under date the 29th December, ultimo, the Chief Engineer of Government Railways has reported on the result of a further inspection made of the section of the Quebec and Lake St. John Railway, 12 miles in length, from Lorette via Charlesbourg to Quebec, subsidized by the Act 53 Vic. ch. 2.

The Minister further represents that such report shows this section to be completed, and that the company have earned the whole of their subsidy, amounting to.....	\$38,400
Of this sum, payment has already been authorized of.....	26,300
Leaving the balance now payable.....	12,100

The Minister recommends that authority be given for the payment of this balance, \$12,100.

The committee advise that the requisite authority be granted.

JOHN J. MCGEE,
Clerk of the Privy Council.

CERTIFIED COPY of a report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 21st April, 1891.

On a memorandum dated 13th April, 1891, from the Minister of Railways and Canals, representing that in connection with certain subsidies granted in aid of railway bridge construction, such subsidy being to the extent of 15 per

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cent. of the value of the work, up to a certain limit, the chief engineer of Government Railways has applied for information as to the intention of the grant, the point being whether the subsidy to be payable on the value of the actual bridge from tail to tail of the abutments, or on the value of the entire structural works, forming a roadway from bank to bank of the river to be crossed. The case is shewn in the accompanying diagram.

The Minister submits the question for determination.

The committee have come to the conclusion that the latter is the general principle to be adopted, but that payments on each grant on account of a bridge subsidy shall be submitted to Council.

JOHN J. MCGEE,
Clerk of the Privy Council.

A.

SPECIFICATION AND DESCRIPTION.

1st. The railway shall be a single track line with gauge four feet eight and one-half inches, with necessary sidings.

2nd. The alignments, gradients and curvatures shall be the best the physical features of the country will admit of, the maximum grade not to exceed sixty nine (69) feet to the mile, except for a few hundred feet on landing from the St. Charles bridge to the Louise embankment, where ninety-nine (99) feet per mile will be allowed; and the minimum radius of curve shall not be less than nineteen hundred and ten (1910) feet or 3° , excepting the curve at the head of the Louise Dock, which may be of a minimum radius of five hundred (500) feet or $11^{\circ} 15'$.

3rd. In all wooded sections the land must be cleared to the width of not less than fifty (50) feet on each side of the centre line; all brush and logs must be completely burnt and none thrown on the adjacent land.

4th. All stumps must be grubbed out within the limits of cuttings under three feet in depth, or embankments less than two feet in length.

5th. All stumps must be close cut where embankments are less than four feet and more than two feet in height.

6th. The railway must be enclosed with substantially-built legal fences, of wire or wood, with the necessary gates and crossings to accommodate the farmers.

7th. Road crossings with cattle guards and sign boards shall be provided at all public highways crossing the railway on a level with the rails.

8th. The width of cuttings at formation level shall be not less than twenty (20) feet, embankments not less than fifteen (15) feet, when settled into place.

9th. Efficient drainage must be provided by open ditches and under-drains.

0th. All bridges, culverts and other structures must be of ample size and strength for the purpose intended; piers and abutments of truss bridges must be of massive masonry, and culverts under embankments over twelve feet in height must be of well built, strong second class masonry, iron or double strength vitrified culvert pipes, made of durable and suitable materials, thoroughly permanent in character, and equal in every essential particular to the best description of like work employed in similar railway work in the Dominion.

11th. Open or beam culverts in embankments less than twelve feet in height shall be of strong second class masonry or of cedar wood not less than 10 inches by 10 inches, except the track stringers which may be of sound pine, white oak, tamarack or spruce timber, not less than 12 inches by 14 inches. The span shall not exceed 14 feet, and they shall be constructed on a plan approved by the Minister of Railways and Canals. Superstructure of truss bridges may be of sound white pine or Georgia pitch pine wood, or if the trusses are covered in from the weather and shingled, in such case, straight-grained spruce timber may be used, or double strength vitrified clay culvert pipes.

12th. Box culverts under embankments less than 12 feet in height shall be of strong second class masonry or cedar 10 by 10 inches.

13th. The rails shall be of steel, weighing not less than fifty-six (56) pounds per lineal yard, of approved pattern and with the most approved fish-plate.

14th. The railway must be well ballasted with either gravel or other suitable material. The sleepers to be 8 inches face by 6 inches thick and 8 feet long—2,600 to the mile.

15th. Sufficient siding accommodation, stations, tanks, turntables or Y's, and such other structures and buildings as may be necessary to meet the requirements of the traffic shall be provided by the company.

16th. Sufficient rolling stock necessary to accommodate and to conduct promptly and efficiently the traffic and business of the line, including this section, is already provided by the company.

17th. Trestle or pile bridges will not be allowed except upon the written authority of the Minister of Railways and Canals. When allowed, the timber of which they are to be constructed must also be approved by him.

THIS CONTRACT AND AGREEMENT made the second day of December, in the year one thousand eight hundred and ninety.

BETWEEN Her Majesty THE QUEEN, acting in respect of the Dominion of Canada, and herein represented by the Minister of Railways and Canals, of the first part ;

And the QUEBEC AND LAKE ST. JOHN RAILWAY COMPANY, of the second part ;

WITNESSETH, that whereas it is, in and by an Act passed in the session of the Parliament of Canada held in the fifty-third year of Her Majesty's reign, chaptered two, and intituled, "An Act to authorize the granting of subsidies in aid of the construction of the lines of railway therein mentioned," amongst other things in effect enacted : That the Governor in Council may grant :

To the Quebec and Lake St. John Railway Company, for a railway bridge over the St. Charles River, to give access to the city of Quebec, a subsidy not to exceed in the whole \$30,000, also for 12 miles of their railway from Lorette via Charlesbourg to Quebec, a subsidy not exceeding (\$3,200) three thousand two hundred dollars per mile, not exceeding in the whole sixty-eight thousand four hundred dollars, it being provided therein that the line of railway, unless it is already commenced, shall be commenced within two years from the first day of July, A.D. 1890, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the company with the Government, and which the Government is thereby empowered

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to make; the location also of such line of railway shall be subject to the approval of the Governor in Council; the said subsidy shall be payable out of the Consolidated Revenue Fund of Canada by instalments on the completion, to the satisfaction of the Minister of Railways and Canals, of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed, in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized.

Provided always, that the granting of such subsidy shall be subject to such conditions for securing such running powers or traffic arrangements, and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with that so subsidized, as the Governor in Council may determine.

AND WHEREAS the Governor in Council has duly approved of the description, conditions and specifications hereto annexed, marked "A," as the descriptions, conditions and specifications for the construction of the said railway.

NOW THIS AGREEMENT WITNESSETH, that in consideration of the said subsidy to be paid in the manner aforesaid, "The Quebec and Lake St. John Railway Company" covenants and agrees to and with Her Majesty, Her Heirs and Successors in manner following, that is to say:—

1. That the Company shall and will well, truly and faithfully make, build, construct and complete a line of railway from Lorette via Charlesbourg to Quebec, and a railway bridge over the St. Charles River to give access to the city of Quebec, said railway of a length of twelve miles, the points and approximate route and course being shown on the map filed in the department of Railways and Canals, and all bridges, culverts and works appurtenant thereto, and will build, construct and complete the said line of railway, bridges and culverts, and perform all engineering services, whether in the field or in preparing plans or doing other office works, to the entire satisfaction of the Governor in Council.

2. That the Company shall and will locate and construct the said line of railway on as straight a course as practicable, between the points above mentioned, with only such deviations as may seem absolutely indispensable to avoid serious engineering obstacles, and as shall be allowed by the Governor in Council.

3. That the gradients and alignments shall be the best that the physical features of the country will admit of in conformity with the aforesaid specifications hereto annexed, marked "A."

4. That the Company shall and will furnish profiles, plans and bills of quantities of the whole line of railway in ten-mile sections, and that before the work is commenced on any ten-mile section, such profiles, plans and bills of quantities shall be approved by the Governor in Council, and before any payments are made, the Company will furnish such further returns as may be required to satisfy the Minister of Railways and Canals as to the relative value of the works executed with that remaining to be done.

5. That the said Company shall commence the works embraced in this agreement within two months and shall complete the same, to wit:—on or before the first day of October, A.D. eighteen hundred and ninety-one, time being declared to be material and of the essence of this contract, and in default of such completion as aforesaid, on or before the said date or dates, the company shall forfeit all right, claim or demand to any and every part of the subsidy remaining unpaid, as also to any moneys whatever which may be at

the time of the failure of the completion as aforesaid due and owing to the Company.

6. That the Company will upon and after the completion of the said line of railway and works appertaining thereto, truly and faithfully keep the same and the rolling stock required therefor in good sufficient working and running order, and shall continuously and faithfully operate the same.

7. That the Company will build, construct and complete the said line of railway and works appertaining thereto in all respects in accordance with the specification hereto annexed, marked "A"; and upon a line of location to be approved of by the Governor in Council.

8. That the granting of the said subsidy shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with the said line of railway so subsidized as the Governor in Council may determine.

9. And that the said line of railway and works appertaining thereto, together with all the franchises, rights, privileges, property, personal and real of every character, shall upon completion of the said line of railway and works appertaining thereto, be the property of the company.

In witness whereof, "The Quebec and Lake St. John Railway Company" have caused their corporate seal to be affixed hereto and these presents to be signed by the president and by the secretary of the said company, and the Minister of Railways and Canals hath hereunto set his hand and caused the same to be sealed and countersigned by the Secretary of the Department of Railways and Canals.

Signed by the president and by the secretary
of the said company, the corporate
seal of the company having been here-
unto affixed, in the presence of

FRANK ROSS,
President.
J. G. SCOTT,
Secretary.

JAS. PIDDINGTON,
JNO. LYNCH.

Signed and sealed by the Minister and
by the secretary of the Depart-
ment of Railways and Canals,
in the presence of

JOHN A. MACDONALD,
Minister of Railways and Canals.
A. P. BRADLEY,
Secretary.

H. A. FISSIAULT.
M. O'NEIL.

Exhibit "LJ" 86, for the Crown; filed 21st September, 1892.

GUST. HAMEL,
Clerk, R. C.

CERTIFIED COPY of a report of a Committee of the Honourable the Privy Council,
approved by the Honourable the Deputy Governor on the 3rd October, 1885.

On a Memorandum dated 2nd October, 1885, from the Minister of Railways and Canals submitting that at the last session of Parliament an Act 48-49 Vict., chap. 58, was passed, authorizing the grant of subsidies in aid of the construction of certain railways named, and that amongst these was one

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in further aid of the construction of a line from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle in the province of Quebec to Edmundston in the province of New Brunswick. The Minister represents that in connection with this subsidy the said Act provided as follows : "for the purpose of incorporating the persons undertaking the construction of the said railway and those who shall be associated with them in the undertaking, the Governor may grant to them under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, which shall be similar to such of the franchises, privileges and powers granted to railway companies during the present session as the "Governor shall deem most useful or appropriate to the said undertaking ; and such charter being published in the "Canada Gazette," with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada."

The Minister further submits a petition from certain persons, viz. : Alexander Roderick McDonald, superintendent of the Quebec Division, Intercolonial railway ; Paul Etienne Grandbois, doctor, member of the Parliament of Canada, Damase Rossignol, doctor, all residents of Fraserville, Quebec ; George Honoré Deschênes, farmer and member of the Provincial Legislature of Quebec, resident of the parish of St. Epiphane ; John J. McDonald, Ottawa ; Adolphe Hamel, merchant, Joseph Israel Tarte, journalist, both residents of the city of Quebec ; and Charles Bertrand, of Isle Verte, merchant, praying that a charter might be granted incorporating them, conformably to the said Act for the purposes indicated under the name of "The Temiscouata Railway Company." The Minister recommends that authority be given for the grant of such charter in accordance with the provisions of the Act as above quoted.

The committee advise that authority be granted and that the Minister of Justice prepare the same in accordance with the provisions of the Act 48-49 Vict., chap. 58, section 1, sub-sec. 1, as prayed for in the above mentioned petition.

JOHN J. MCGEE,

Clerk, Privy Council.

Exhibit "LJ" 87, for the Crown ; filed 21st September, 1892.

GUST. HAMEL

Clerk, R.C.

SCHEDULE.

CANADA.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c.

To all to whom these presents shall come, or whom the same may in any wise concern, —Greeting :

Whereas by an Act of the Parliament of Canada, passed in the session held in the 48th and 49th years of Her Majesty's reign, and chaptered 58, it is in effect enacted that for the purpose of incorporating the persons undertaking the construction of a railway from a point on the Intercolonial Railway at River du Loup or River Ouelle, in the province of Quebec,

to Edmundston, in the province of New Brunswick, and those associated with them in the undertaking, the Governor may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, which shall be similar to such of the franchises, privileges and powers granted to railway companies during the session, as the Governor shall deem most useful or appropriate to the said undertaking, and that such charter being published in the *Canada Gazette* with any Order or Orders in Council relating to it shall have force and effect as if it were an Act of the Parliament of Canada.

NOW KNOW YE, that, by and with the advice of our Privy Council for Canada, and under the authority of the hereinbefore in part recited Act, and of any other power and authority whatsoever in us vested in this behalf, We do, by these Our Letters-Patent, grant a charter unto the persons hereinafter mentioned by name and to those who may be associated with them for the purposes hereof, conferring upon them the franchises, privileges and powers hereinafter set forth, that is to say:—

1st. Alexander Roderick McDonald, Superintendent of the Quebec Division, Intercolonial Railway; Paul Etienne Grandbois, Doctor, Member of the Parliament of Canada; Damase Rossignol, Doctor, all residents of Fraser-ville, Quebec; George Honore Deschenes, farmer and Member of the Provincial Legislature of Quebec, resident of the Parish of St. Epiphane; John J. McDonald, of Ottawa; Adolphe Hamel, merchant; Joseph Israel Tarte, journalist, both residents of the city of Quebec, and Charles Bertrand, merchant of L'Isle Verte, together with such other persons as may become shareholders in the company to be hereby incorporated, are hereby declared to be a body corporate and politic by the name of the "Temiscouata Railway Company," hereinafter called "the company," and the said railway and the works hereby authorized are declared to be for the general advantage of Canada, and "The Consolidated Railway Act, 1879," and the Acts amending the same, shall as hereby modified, apply to the said railway, as if this charter were an Act of the Parliament of Canada.

2nd. The company may lay out, construct and operate a railway from a point on the Intercolonial Railway at Rivière du Loup, in the province of Quebec, to Edmundston in the province of New Brunswick.

3rd. The said Alexander Roderick McDonald, Paul Etienne Grandbois, Damase Rossignol, George Honore Deschenes, John J. McDonald, Adolphe Hamel, Joseph Israel Tarte, and Charles Bertrand, shall be provisional directors of the company (of whom five shall be a quorum), and shall hold office as such until the first election of directors under this charter and shall have power forthwith to open stock books, procure subscriptions for stock for the undertaking, make calls on stock subscribed, receive payments thereon, make, or cause to be made, plans and surveys of the works herein contemplated, and to deposit in any chartered bank of Canada, all moneys received by them on account of stock subscribed, or otherwise received on account of the company, and to withdraw the same for the purposes only of the undertaking, and to receive, on behalf of the company, any grant, loan, bonus or gift made to it in aid of the undertaking, or any portion of it.

4th. The capital stock of the company shall be five hundred thousand dollars divided into five thousand shares of one hundred dollars each, and shall be applied in the first place for the payment of all expenses of organizing the

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company, and for making the surveys, plans and estimates connected with the works hereby authorized.

5th. When twenty-five per cent of the capital stock has been subscribed and ten per cent thereof has been paid into some chartered bank of Canada to the credit of the company, the provisional directors shall call a general meeting of the subscribers to the capital stock, to be held at Fraserville, county of Temiscouata, for the purpose of electing nine directors—giving at least two weeks previous notice of such meeting in the *Canada Gazette* and in some daily newspaper published in said Fraserville, or in the city of Quebec, and also by circular addressed by mail to each subscriber, stating the time, place and purpose of the said meeting; and at such general meeting the shareholders may choose nine persons, qualified as hereinafter mentioned, to be directors of the company, who, together with the *ex-officio* directors (if any) appointed under the provisions of this charter, shall constitute a board of directors, and shall hold office until the first Tuesday in March in the year following their appointment.

6th. Thereafter the annual general meeting of the shareholders of the company for the election of directors and other general purposes, shall be held in said Fraserville, on the first Tuesday in March in each year, when nine directors shall be chosen to hold office for one year; and two weeks previous notice of such meeting shall be given by advertisement published as provided for in the next preceding section.

7th. No person shall be a director of the company unless he is the holder, in his own right, of at least ten shares in the stock of the company, and has paid up all calls thereon.

8th. Special general meetings of the shareholders of the company may be called in the method prescribed by the by-laws of the company, and upon notice to be given by advertisement published as provided in section five.

9th. At all meetings of the Board of Directors, five shall form a quorum for the transaction of business, and the said Board of Directors may employ one of their board as a paid director.

10th. The number of directors may be increased to not more than twelve by by-law passed by the shareholders at any general meeting or special meeting called for that purpose.

11th. The company may receive as aid, in the construction of the said railway, any lands in the vicinity thereof, or any other real property required for the purposes of the railway, either as gifts or in payment of stock, and may legally dispose of the same, and may alienate the lands or other real property for the purposes of the company; and the company may receive in aid of the construction of the said railway, any bonus in money or debentures, either with or without condition, and may enter into agreements for the carrying out of any such conditions, or with respect thereto.

12th. The Mayor or Warden or other head of any municipal corporation lawfully giving a bonus to the amount of ten thousand dollars or upwards in aid of the construction of such railway, shall be *ex-officio* one of the directors of the company in addition to the number of directors hereby authorized.

13th. The company may become party to promissory notes and bills of exchange for sums not less than one hundred dollars; and any such promissory notes made, drawn, accepted or endorsed by the president or vice-president of the company and countersigned by the secretary and treasurer of the company, shall be binding on the company; and every such promissory note or bill of exchange so made, drawn, accepted or endorsed shall be taken

to have been made, drawn, accepted or endorsed with proper authority, and in no case shall it be necessary to have the seal of the company affixed to such promissory note or bill of exchange, nor shall the said president or vice-president, or the secretary and treasurer, be individually responsible for the same, unless the said promissory note or bill of exchange has been issued without proper authority; provided, however, that nothing in this section shall be construed to authorize the company to issue any note or bill of exchange payable to bearer, or intended to be circulated as money, or as the note or bill of a bank.

14th. The directors of the company, after the sanction of the shareholders has been first obtained at any special general meeting, called from time to time for such purpose,—at which meeting shareholders representing at least one-half in value of the stock, are present,—may issue bonds, made and signed by the president or vice-president of the company, and countersigned by the secretary and treasurer, and under the seal of the company, for the purpose of raising money for prosecuting the said undertaking; and such bonds shall be taken to be and shall be the first preferential claim and charge upon the undertaking, and the franchises, tolls and property of the company, real and personal, then existing, and at any time thereafter acquired; provided, however, that the whole amount of such issue of bonds shall not exceed in all the sum of twenty thousand dollars per mile of the said railway, to be issued in proportion to the length of railway constructed or under contract to be constructed; and, provided also, that in the event, at any time, of the interest upon the said bonds remaining unpaid and owing, then at the next ensuing annual general meeting of the company, and at all other general or special meetings, as long as the said default continues, all holders of bonds shall have and possess the same rights and privileges and qualifications for being elected directors and for voting as they would have if the bonds they held had been shares; provided, that the bonds and any transfers thereof, have been first registered in the same manner as is provided for the registration of shares; and it shall be the duty of the secretary of the company, upon production thereof, to register the same in the manner required by the bearer thereof, and being required so to do by such bearer.

15th. The company may secure such bonds by a deed or deeds of mortgage, executed by the company with the authority of its shareholders, expressed by a resolution passed at such special or general meeting; and any such deed may contain such description of the property mortgaged by such deed and such conditions respecting the payment of the bonds secured thereby and of the interest thereon, and the remedies to be enjoyed by the holders of such bonds, or by any trustee or trustees for them in default of such payment, and the enforcement of such remedies, and may provide for such forfeitures and penalties, in default of such payment, as are approved by such meetings.

2. Such deed may also contain, with the approval aforesaid, authority to the trustee or trustees, upon such default, as one of such remedies to take possession of the railway and property mortgaged, and to hold and run the same for the benefit of bondholders thereof, for a time to be limited by such deed, or to sell the said railway and property, after such delay, and upon such notice, terms and conditions as are stated in such deed; and with like approval any such deed may contain provisions to the effect that, upon such default, and upon such other conditions as are described in such deed, the right of voting possessed by the shareholders of the company shall cease and determine and shall thereafter appertain to the bondholders; and such deed may also

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provide for the conditional or absolute cancellation, after such sale, of any or all of the shares so deprived of voting power, and may also, either directly by its terms, or indirectly by reference to the by-laws of the company, provide for the mode of enforcing and exercising the powers and authority to be conferred and defined by such deed, under the provisions thereof; and such deed and such provisions thereof as purport, with like approval, to grant such further and other powers and privileges to such trustee or trustees, and to such bondholders as are not contrary to law or the provisions of this charter, shall be valid and binding; but if any change in the ownership or possession of the said railway and property at any time takes place under the provisions hereof, or of any such deed, or in any other manner, the said railway and property shall continue to be held and operated under the provisions hereof, and of "The Consolidated Railway Act, 1879," and of any Act amending the same, as hereby modified.

16th. The bonds authorized by this charter to be issued by the company shall be made payable to bearer, and shall be transferable by delivery until the same shall have been registered as hereinbefore provided, and shall be personal property; they may be issued in whole or in part, in the denomination of dollars or pounds sterling, or in either or both of them, and the coupons may be payable in denominations similar to those of the bonds to which they are attached; and the whole or any such bonds may be pledged, negotiated or sold upon such conditions and at such price as the board of directors from time to time determine.

17th. The company may, from time to time, for advances of money made thereon, mortgage or pledge any bonds which they, under the provisions of this charter, issue for the construction of the railway or otherwise.

18th. It shall not be necessary in order to preserve the lien, priority, charge or privilege purporting to appertain to or be created by any bond issued or mortgage deed executed under the provisions of this charter, that such bond or deed should be registered in any manner or in any place whatever; but every such mortgage deed shall be deposited in the office of the Secretary of State of Canada, of which deposit notice shall be given in the *Canada Gazette*: and in like manner any agreement entered into by the company under the next following section of this charter shall also be deposited in the said office, and a copy of such mortgage deed or agreement, certified to be a true copy by the Secretary of State or his deputy, shall be received as *prima facie* evidence of the original, in all courts, without proof of the signature or seal upon such original.

19th. The company may enter into an agreement with any other railway company whose line of railway is crossed by the line of the company hereby incorporated, or with which it connects, for conveying or leasing to such company the railway of the company hereby incorporated, in whole or in part, or any branch thereof, or any rights or power acquired under this charter, as also the surveys, plans, works, plant, material, machinery and other property to them belonging, on such terms and conditions and for such period as may be agreed upon and subject to such restrictions as to the directors seem fit; provided, that the said conveyances, leases, agreements and arrangements have been first sanctioned by a majority of the votes, at a special or general meeting of the shareholders called for the purpose of considering the same, on due notice given, and also by the Governor in Council; provided, that before such sanction by the Governor in Council shall be given, notice of the application therefor shall be published in the *Canada Gazette* and in one newspaper in

each of the counties through which the said railway runs, for at least two months prior to the time therein named for the making of such application; and such notice shall state a time and place where and when the application will be made, and that all parties may then and there appear and be heard on such application.

20th. The company may construct, work and operate such line or lines of telegraph and telephone, in connection with and along the line of their railway and branches, as are necessary or useful for the purposes of their undertaking.

21st. The railway shall be commenced within two years, and be completed within five years from the date of this charter.

Form of conveyance of land to company, deeds and conveyances of land to the company (not being letters patent from the Crown), may, in so far as circumstances will admit be in the form following, that is to say :—

Know all men by these presents, that I, A.B., in consideration of paid to me by the Temiscouata Railway Company, the receipt whereof is hereby acknowledged, grant, bargain, sell and convey unto the said Temiscouata Railway Company, their successors and assigns, all that tract or parcel of land (describe the land) to have and to hold the said land and premises unto the said company, their successors and assigns for ever.

Witness my hand and seal this day of one thousand eight hundred and

Signed, sealed and delivered in presence of }
C. D. } A. B. [L.S.]
E. F. }

Or in any other form to the like effect; and every deed made in accordance therewith shall be held and construed to impose upon the vendor executing the same, the obligation of guaranteeing the company and its assigns against all dower and claim for dower, and against all hypothecs and mortgages, and against all liens and charges whatsoever, not excepted in the grant, and also that he has a good, valid and transferable title thereto.

In testimony whereof, we have caused these Our Letters to be made Patent, and the Great seal of Canada to be hereunto affixed. Witness, the Honourable Sir William Johnson Ritchie, Knight, Chief Justice of the Supreme Court of Canada, Deputy to Our Right Trusty and Entirely Beloved Cousin, the most Honourable Sir Henry Charles Keith Petty-Fitzmaurice, Marquis of Lansdowne, in the County of Somerset, Earl of Wycombe, of Chipping Wycombe, in the County of Bucks, Viscount Calne and Calstone, in the County of Wilts, and Lord Wycombe, Baron of Chipping-Wycombe, in the County of Bucks, in the Peerage of Great Britain; Earl of Kerry and Earl of Shelburne, Viscount Clanmaurice and Fitzmaurice, Baron of Kerry, Lixnaw, and Dunkerron, in the Peerage of Ireland; Knight Grand Cross of Our Most Distinguished Order of St. Michael and St. George; Governor-General of Canada, and Vice Admiral of the same.

At Our Government House, in Our City of Ottawa, this sixth day of October, in the year of Our Lord one thousand eight hundred and eighty-five, and in the forty-ninth year of Our Reign.

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GOVERNMENT HOUSE,

OTTAWA, Tuesday, 6th October, 1885.

Present: The Honourable the Deputy-Governor

In Council.

On the recommendation of the Acting Minister of Justice, and in accordance with the provisions of the 1st subsection of the 1st section of the Act of the Parliament of Canada, passed in the session held in the 48th and 49th years of Her Majesty's reign, chaptered 58 and intituled "An Act to authorize the granting of further subsidies to, and making further provision for the construction and efficient operation of the railways therein described,"—

The Honourable the Deputy-Governor, by and with the advice of the Queen's Privy Council for Canada, has been pleased to grant and does hereby grant a charter in the form set forth in the schedule hereto annexed, prepared under authority of the Order in Council of the 3rd October, instant, to certain persons named in the said charter, incorporating them under the name of "The Temiscouata Railway Company," for the purpose of building a railway from a point on the Intercolonial Railway at Rivière du Loup to Edmundston, in the province of New Brunswick; and the Honourable the Deputy-Governor, by and with the advice of the Queen's Privy Council for Canada, has been pleased to order, and it is hereby ordered, that the said charter with the present Order in Council, and the Order in Council of the 3rd day of October, instant, relating thereto, be published in the *Canada Gazette*, to the end that the said charter may have the same force and effect as if it were an Act of the Parliament of Canada.

JOHN J. MCGEE,

Clerk of the Privy Council.

Exhibit "LJ" 88, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,

Clerk, R. C.

RIVIÈRE DU LOUP, 27th January, 1886.

The Hon. J. H. POPE,

Minister of Railways and Canals, Ottawa.

SIR,—We are instructed by the board of directors of the Temiscouata Railway Company to make application to the Government of Canada for the grant of the subsidies provided by Parliament in aid of the construction of a railway from a point on the Intercolonial Railway at Rivière du Loup, in the province of Quebec, to Edmundston, in the province of New Brunswick.

Our company has been incorporated under the provisions of 48-49 Vict., chapter 58, Sect. 1, by Order in Council of 6th 1885, published in the *Canada Gazette* of 10th October, 1885, and has been organized in accordance with the charter so granted, at a meeting held at Quebec on the 19th day of January, 1886, at which all the provisional directors named in the charter were present, when one fourth of the capital stock authorized by the charter, or \$125,000, was subscribed, upon which 10 per cent or \$12,500, has been paid into the Bank of Toronto, and a committee consisting of the undersigned and J. I.

Tarte, were appointed by resolution of the Board to enter into a contract on behalf of the company with the Government for the subsidies granted to the company.

The subscribers to the stock of the company are the undersigned, and the following gentlemen : Dr Rossignol, of Rivière du Loup ; Adolphe Hamel, of Quebec ; G. H. Deschênes, M. P. P., of St. Epiphanie ; J. Israël Tarte, of Quebec ; Charles B. Bertrand, of Isle Verte ; and Wm. McCarthy, of Ottawa.

Proposals from responsible contractors have been received by the directors for the construction of the road within the available assets of the company consisting of the capital stock and the Dominion and Provincial Government subsidies.

We propose to construct the road in a first class manner, suitable for a link in a through line of traffic, and according to the survey made by Wm. J. Crawford, C.E., for the Government, and the profile prepared by him, and now filed in your Department (unless in any part of the alignment you may hereafter sanction a change for the improvement of the line) and according to the specification and description marked " A " herewith, and we are prepared to enter into a contract with the Government to that effect.

We have the honor to be, sir,

Your obedient servants,

A. R. McDONALD,
P. E. GRANDBOIS,
JOHN J. McDONALD.

A.

TEMISCOUATA RAILWAY.—SPECIFICATION AND DESCRIPTION.

1st. The railway shall be a single track line with gauge four feet eight and one-half inches, with necessary sidings.

2nd. The alignments, gradients and curvatures shall be the best the physical features of the country will admit of, the maximum grade not to exceed seventy-nine (79) feet to the mile, and the minimum curvature not to be of less radius than eight hundred and eighteen (818).

3rd. In all wooded sections the land must be cleared to the width of not less than fifty feet on each side of the centre line ; all brush and logs must be completely burnt and none thrown on the adjacent land.

4th. All stumps must be grubbed out within the limit of cuttings until three feet in depth, or embankments less than two feet in height.

5th. All stumps must be close cut where embankments are less than four feet and more than two feet in height.

6th. Through settlements the railway must be enclosed with substantially-built legal fences, of wire or wood, with the necessary gates and crossings to accommodate the farmers.

7th. Road crossings with cattle guards and sign boards shall be provided at all public highways crossing the railway on a level with the rails.

8th. The width of cuttings at formation level shall be in rock cuts eighteen (18) feet, and in earth twenty (20) feet, embankments sixteen (16) feet.

9th. Efficient drainage must be provided by open ditches and under-drains.

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10th. All bridges, culverts and other structures must be of ample size and strength for the purpose intended; piers and abutments of truss bridges over Rivière du Loup and Madawaska at Edmundston must be of massive masonry, and culverts under embankments over twelve feet in height must be of well built, strong, second class masonry, or iron, made of durable and suitable materials, thoroughly permanent in character, and equal in every essential particular to the best description of like work employed in similar railway work in the Dominion. Other truss bridges, abutments and piers as well as culverts under embankments less than 12 feet in height shall be of good sound white cedar of not less dimensions than 12' x 12' inches. Superstructure of truss bridges may be of wood.

11th. The rails shall be of steel, weighing not less than fifty-six (56) pounds per lineal yard, of approved section, and with the most approved fish-plate.

12th. The railway must be well ballasted with either gravel or other suitable material. The sleepers to be 8 inches face by 6 inches thick and 8 feet long, 2,600 to the mile.

13th. Sufficient siding accommodation, stations, tanks, turntables, or Y's, and such other structures and buildings as may be necessary to meet the requirements of the traffic shall be provided by the company.

14th. Sufficient rolling stock necessary to accommodate and to conduct promptly and efficiently the traffic and business of the line shall be provided by the company.

A. R. McDONALD,
P. E. GRANDBOIS,
JOHN J. McDONALD.

Rivière du Loup,
27th January, 1886.

Exhibit "LJ" 89, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor-General in Council on the 1st March, 1886.

The committee, on the recommendation of the Minister of Railways and Canals, advise that the Order in Council dated the 28th of May, 1883, whereby authority was given, but not acted on, for entering into agreement with the New Brunswick Railway Company for the construction of a line from Rivière du Loup or Rivière Ouelle to Edmundston be cancelled.

JOHN J. MCGEE,
Clerk, Privy Council.

Exhibit "LJ" 90, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor-General in Council on the 5th April, 1886.

On a memorandum dated 27th February, 1886, from the Minister of Railways and Canals submitting that, by an Order in Council dated 3rd October last a charter was granted to the Temiscouata Railway Company, in accordance with the provisions of the Act 48-49 Vic., chap. 58, for the construction of a line of railway subsidized by the said Act, between Rivière du Loup and Edmundston, and that such charter being also in accordance with the Act published in the *Canada Gazette* of the 10th of October, 1885, has become of force and effect as if it were an act of Parliament.

The Minister represents that the company so constituted have made application for the several subsidies authorized by Parliament, submitting for approval specifications of the proposed work, as to which the chief engineer of Government railways has reported on the 29th ultimo, that they are reasonable, and the Minister being satisfied as to the ability of the company to carry the work to a successful conclusion, recommends that the said specifications be approved and that he be authorized to enter into contract with them for the construction of a line of railway between the points indicated in their charter and course, subject to the approval of the Governor in Council, the company undertaking to cause a survey to be made for a line running to the south-west of the line of the Government survey already made west of Lake Temiscouata and between such Government surveyed lines and the River St. Francis, and that before commencing the construction of this or of any other portion of their line, the company will submit plans of their location and obtain approval thereof from the Governor in Council.

The Minister recommends that he be authorized to sign the draft contract attached on behalf of the Government, the provisions as above, together with the specifications of the work and other necessary conditions, having been therein set down.

The committee submit the same for Your Excellency's approval, and they advise that the Minister of Railways and Canals be authorized to sign the draft contract accordingly.

JOHN J. MCGEE,
Clerk, Privy Council.

A.

TEMISCOUATA RAILWAY.

SPECIFICATION AND DESCRIPTION.

1st. The railway shall be a single track line with gauge four feet eight and one-half inches, with necessary sidings.

2nd. The alignments, gradients and curvatures shall be the best the physical features of the country will admit of, the maximum grade not to

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exceed seventy-nine (79) feet to the mile, and the minimum curvature not to be of less radius than eight hundred and eighteen (818) feet.

3rd. In all wooded sections the land must be cleared to the width of not less than fifty feet on each side of the centre line ; all brush and logs must be completely burnt and none thrown on the adjacent land.

4th. All stumps must be grubbed out within the limits of cuttings under three feet in depth, or embankments less than two feet in height.

5th. All stumps must be close cut where embankments are less than four feet and more than two feet in height.

6th. Through settlements the railway must be enclosed with substantially-built legal fences of wire or wood, with the necessary gates and crossings to accommodate the farmers.

7th. Road crossings with cattle guards and sign boards shall be provided at all public highways crossing the railway on a level with the rails.

8th. The width of cuttings at formation level shall be, in rock cuts eighteen (18) feet and in earth twenty (20) feet, embankments sixteen (16) feet.

9th. Efficient drainage must be provided by open ditches and under-drains.

10th. All bridges, culverts and other structures must be of ample size and strength for the purpose intended ; piers and abutments of truss bridges over Rivière du Loup and Madawaska at Edmundston must be of massive masonry, and culverts under embankments over twelve feet in height must be of well built, strong second class masonry, or iron, made of durable and suitable materials, thoroughly permanent in character, and equal in every essential particular to the best description of like work employed in similar railway work in the Dominion. Other truss bridges, abutments and piers, as well as culverts under embankments less than twelve feet in height, may be of good sound white cedar of not less dimensions than 12 x 12 inches. Superstructure of truss bridges may be of wood.

11th. The rails shall be of steel, weighing not less than fifty-six (56) pounds per lineal yard, of approved section, and with the most approved fish-plate.

12th. The railway must be well ballasted with either gravel or other suitable material. The sleepers to be eight inches face by six inches thick and eight feet long, 2,600 to the mile.

13th. Sufficient siding accommodation, stations, tanks, turntables or Y's, and such other structures and buildings as may be necessary to meet the requirements of the traffic shall be provided by the company.

14th. Sufficient rolling stock necessary to accommodate and to conduct promptly and efficiently the traffic and business of the line shall be provided by the company.

ARTICLES OF AGREEMENT made and entered into this day of
 , in the year of our Lord one thousand eight hundred and eighty-six.

BETWEEN "The Temiscouata Railway Company," of the first part, and Her Majesty Queen Victoria, represented herein by the Minister of Railways and Canals, of the second part.

WITNESSETH, that whereas, it is in and by an Act passed in the session of the Parliament of Canada, held in the forty-fifth year of Her Majesty's reign; chaptered 14, and intituled : " An Act to provide for the granting of subsidies for the construction of certain lines of railway therein mentioned," amongst other things in effect enacted, that it shall be lawful for the Governor in Coun-

oil to grant towards the construction of a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, or between them to Edmundston, in the province of New Brunswick, a subsidy not exceeding three thousand two hundred dollars per mile, nor exceeding in the whole two hundred and forty thousand dollars, the said subsidy to be granted to such company as shall be approved by the Governor in Council as having established to his satisfaction their ability to complete the said railway within a reasonable time, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the company with the Government; such subsidy to be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, to be established by the report of the said Minister.

PROVIDED ALWAYS, that the granting of such subsidy shall be subject to such conditions for securing such running powers or traffic arrangements and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with that so subsidized, as the Governor in Council may determine.

AND WHEREAS, by another Act passed in the forty-eighth and forty-ninth year of Her Majesty's reign, chapter fifty-eight, it was made lawful for the Governor in Council to grant "for a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, to Edmundston, in the province of New Brunswick," a subsidy not exceeding two thousand eight hundred dollars per mile for seventy-five miles, and six thousand dollars per mile for eight miles, nor exceeding in the whole two hundred and fifty-eight thousand dollars; the said subsidy to be in addition to the subsidy authorized to be granted in aid of the construction of the said railway by the Act forty-fifth Victoria, chapter fourteen, and constituting with the subsidy so authorized a subsidy not exceeding on the whole four hundred and ninety-eight thousand dollars, and to be granted for the said railway upon the terms and conditions specified in the said Act, and payable out of the Consolidated Revenue Fund of Canada; and for the purpose of incorporating the persons undertaking the construction of the said railway and those who shall be associated with them in the undertaking, the Governor may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, which shall be similar to such of the franchises, privileges and powers granted to railway companies during the present session (1885) as the Governor shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.

AND WHEREAS the Temiscouata Railway Company has been duly incorporated under the provisions of the Act last hereinbefore mentioned, by an Order in Council of the 6th day of October, A. D. 1885, published in the *Canada Gazette* of the 10th day of October, A.D. 1885, and has been organized in accordance with the charter so granted

AND WHEREAS the Governor in Council has duly approved of the descriptions and specifications hereto annexed, marked "A," as the descriptions and specifications for the construction of the railway from a point on the Interco-

Edgar versus Caron.

lonial Railway at Rivière du Loup, in the province of Quebec, to Edmundston, in the province of New Brunswick.

NOW THIS AGREEMENT WITNESSETH, that in consideration of the said subsidy to be paid in the manner aforesaid, "The Temiscouata Railway Company covenants and agrees to and with Her Majesty, Her Heirs and Successors in manner following, that is to say :—

1. That the Company shall and will well, truly and faithfully make, build, construct and complete a line of railway from a point on the Intercolonial Railway at Rivière du Loup, in the province of Quebec, to a point at Edmundston, in the province of New Brunswick, and all bridges, culverts and works appurtenant thereto, and will build, construct and complete the said line of railway, bridges, culverts, and all engineering services, whether in the field or preparing plans or doing other office works, to the entire satisfaction of the Governor in Council.

2. That the Company shall and will locate and construct the said line of railway between the points above mentioned on such a course as will meet the approval of the Governor in Council. And the company further shall cause a survey to be made for a line running to the south west of the line of the Government Survey already made west of Lake Temiscouata and between such Government surveyed line and the River St. Francis. And that before commencing the construction of this or any other portion of their line, the Company will submit plans of their location and obtain the approval thereof from the Governor in Council.

3. That the gradients and alignment shall be the best the physical features of the country will admit of in conformity with the aforesaid specification hereto annexed, marked "A."

4. That the Company shall and will furnish profiles, plans and bills of quantities of the whole line of railway in ten-mile sections and that before the work is commenced on any ten-mile section, such profiles, plans and bills of quantities shall be approved by the Governor in Council, and before any payments are made, the Company will furnish such further returns as may be required to satisfy the Minister of Railways and Canals as to the relative value of the works executed with that remaining to be done.

5th. That the said company shall commence the works embraced in this agreement within _____ and shall complete the same or on before _____ time being declared to be material, and of the essence of this contract, and in default of such completion as aforesaid, on or before the said date, the company shall forfeit all right, claim or demand to any and every part of the subsidy remaining unpaid, as also to any moneys whatever which may be at the time of the failure of the completion as aforesaid due and owing to the company.

6th. That the company will upon and after the completion of the said line of railway and works appertaining thereto, truly and faithfully keep the same and the rolling stock required therefor in good and sufficient working and running order, and shall continuously and faithfully operate the same.

7th. That the company will build and construct and complete the said line of railway and works appertaining thereto in all respects in accordance with the specification hereto annexed, marked "A"; and upon a line of location to be approved of by the Governor in Council.

8th. That the granting of the said subsidy shall be subject to such conditions for securing such running powers or traffic arrangements and other

rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with the said line of railway so subsidized as the Governor in Council may determine.

9th. And the said line of railway and works appertaining thereto, together with all the franchises, rights, privileges, property, personal and real of every character, shall upon completion of the said line of railway and works appertaining thereto, be the property of the company.

IN WITNESS WHEREOF, "The Temiscouata Railway Company" have caused their corporate seal to be affixed hereto, and these presents to be signed by the President and by the Secretary of the said company, and the Minister of Railways and Canals hath hereunto set his hand and caused the same to be sealed and countersigned by the Secretary of the Department of Railways and Canals.

Signed by the President and by the Secretary
of the said Company, the corporate seal of
the Company having been hereto affixed in
the presence of

Signed and sealed by the Minister and by the
Secretary of the Department of Railways
and Canals, in the presence of

Exhibit "LJ" 91, for the Crown, filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R.C.

OTTAWA, 31st May, 1886.

THE HON. J. H. POPE,
Minister of Railways, Ottawa.

SIR,—Referring to our letter to you of the 27th January, 1886, in relation to the Temiscouata Railway Company, we now beg to state that the assets of the company for building the road consist of:—

1st. The Dominion Government subsidy of \$6,000 per mile for the whole distance of 83 miles.

2nd. The subsidy from the Provincial Government of Quebec of 10,000 acres of land per mile for the distance of the road in that province, which subsidy it is proposed by a resolution now before the Legislature to convert into money at the rate of 70 cts. per acre or \$7,000 per mile.

3rd. The subsidy from the Provincial Government of New Brunswick of \$3,200 per mile for the distance in that province.

4th. The capital stock of the company amounting to \$500,000, of which \$125,000 has been subscribed.

5th. Bonds of the company which it is proposed to issue to the extent of \$5,000 per mile.

Offers have been received from responsible contractors to build the road on these assets.

We are, sir,

Your obedient servants,

JOHN J. McDONALD,
P. E. GRANDBOIS,

Two of the Committee of the Board of Directors.

Edgar versus Caron.

Exhibit "LJ" 92, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,
OTTAWA, 8rd September, 1887.

A. P. BRADLEY, Esq.,
Secretary, Department Railways and Canals, Ottawa.

SIR,—On the 26th ultimo, as instructed, Mr. Ridout inspected the first 10-mile section out from Rivière du Loup on the Temiscouata Railway, upon application of the President of the road, with a view to the payment of the subsidy applicable thereto. So far as the work has advanced, it appears to be well done, but it is not entirely completed, the following works requiring to be done to finish it according to contract, viz. :—

1. Fencing.....	\$2,752
2. Earthwork.....	4,618
3. Masonry.....	618
4. Rip rap.....	50
5. Stone filling in earth work.....	180
6. Farm crossings.....	186
7. Ballasting.....	3,360
8. Projected station building.....	2,800
	<hr/>
	\$14,514
The amount of subsidy applicable to this section is.....	\$70,460
Less value of work remaining to be done.....	\$14,514
Balance representing proportion of work done.....	55,946
	<hr/>

I may here state that the company appear to be building a substantial road and that the grading and bridging over the whole 80 miles is I understand far advanced towards completion, and it is said that 40 miles of rails have arrived. The track was laid for a distance of 18 miles on the day of inspection.

I have the honour to be your obedient servant,
COLLINGWOOD SCHREIBER.

Exhibit "L J" 93, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 9th September, 1887.

On a memorandum dated the 7th September, 1887, from the Minister of Railways and Canals, representing that under authority of Order in Council

dated the 5th April, 1886, a contract was entered into with the Temiscouata Railway Company, on the 21st June, following, for the construction of the line of railway subsidized, between Rivière du Loup, or Rivière Ouelle and Edmundston, by the Act 48-49 Vic., chap. 58, and that an Order in Council passed on the 30th September, 1886, approves of the line of location adopted by the company *via* Lake Temiscouata and the River Madawaska, covering a distance of about 80½ miles.

The Minister further represents that the Government chief engineer of railways has reported under date the 3rd inst. that an inspection has been made of the first 10 miles of this railway, commencing at Rivière du Loup, and that the work appears to be well done, but is not completed, the cost of which is estimated at \$14,514, remaining still to be executed, and the chief engineer further reports that this company appears to be building a substantial road, that the grading and bridging on the whole of the line is in an advanced state and that the track was laid for a distance of 18 miles on the date of inspection. That the subsidy applicable to this 10-mile section of the railway is \$70,460, and deducting value of work remaining to be done, \$14,514. There is left a balance representing proportion of work done of \$55,946.

The Minister recommends that authority be given for the payment to the Temiscouata Railway Company, of the said sum of \$55,946.

The committee advise that the required authority be granted accordingly.

JOHN J. MCGEE,

Clerk, Privy Council.

Exhibit "LJ" 94, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,

Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS,

OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,

OTTAWA, 26th September, 1887.

A. P. BRADLEY,

Secretary, Department Railways and Canals,
Ottawa.

SIR,—Mr. Ridout has inspected the section of the Temiscouata Railway between Rivière du Loup and the 20th mile, and so far as the work has advanced it is substantial and well done; the track is laid throughout and partially ballasted. The position of the work appears to be as follows, in connection with the subsidy:—

0 to 10th mile.

Subsidy applicable thereto.....	\$70,460	
Work remaining to be done estimated at	11,326	
	<hr/>	\$59,134

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10th to 20th mile.

Subsidy applicable thereto.....	\$67,220	
Work remaining to be done estimated at	16,160	
		<hr/> 51,060
Balance	\$110,194	
Previously certified.....	55,946	
		<hr/> \$54,248

I have the honour to be, sir,
Your obedient servant,
COLLINGWOOD SCHREIBER.

Exhibit "JL" 95, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 1st October, 1887.

On a memorandum dated the 27th September, 1887, from the Minister of Railways and Canals, representing that the Government chief engineer of railways on the 26th September, 1887, reports that a further inspection has been made of the Temiscouata Railway from the 1st to the 20th mile, and that, so far as the work is finished, it is substantially and well done, the track being laid throughout and partially ballasted.

That of the work reported as remaining to be executed on the section from the 1st to the 10th mile (as per report from the Department of Railways and Canals dated the 7th September), there has been completed since the previous inspection work to the value of.....	\$3,188
That the subsidy applicable to the section from the 10th to the 20th mile is	\$67,220
That on this section there remains work to be done estimated to cost.....	16,160
Leaving a balance due of.....	<hr/> 51,060

Making the total sum now payable on the two sections.....
\$54,248

The Minister recommends that authority be given for the payment to the Temiscouata Railway Company of the said sum of \$54,248.

The committee advise that the required authority be granted accordingly.

JOHN J. MCGEE,
Clerk, Privy Council.

Exhibit "LJ" 96, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER.

OTTAWA, 23rd November, 1887.

A. P. BRADLEY, Esq.,
Secretary, Department Railways and Canals,
Ottawa.

SIR,—I have had an inspection made by Mr. Ridout, of the Temiscouata Railway, and he wires me from Caraque that the grading and other items (bridges, culverts and cattle guards) are nearly finished throughout the entire length of the line except the heavy truss bridge over the Madawaska River, that the track is laid on 41 miles of the road and that 18 miles have the first lift of ballast laid on; it will thus be seen that the work is well advanced towards completion, although no 10 miles is fully completed.

The subsidy applicable to 40 miles is.....	\$240,000
The value of work remaining to be done	
in these four may be stated at.....	85,000
	<hr/>
	\$155,000
Previously certified.....	110,194
	<hr/>
	\$44,806

I have the honour to be, sir,
Your obedient servant,
COLLINGWOOD SCHREIBER.

Exhibit "LJ" 97, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 28th November, 1887.

On a memorandum dated the 25th November, 1887, from the Minister of Railways and Canals, representing that the Government chief engineer of railways, under date the 23rd instant, has reported on the results of a further inspection of the subsidized road of the Temiscouata Railway Company, between Rivière du Loup and Edmundston, and that from this report it appears that the grading and structures are nearly finished throughout the entire length of the road, with the exception of the bridge over the River Madawaska, that the track is laid for 41 miles, and that the work is well advanced towards completion.

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The Chief Engineer, however, only deals with the work for the distance of 40 miles; for this portion the amount of subsidy applicable is he states.....	\$240,000
Deducting for work remaining to be done.....	85,000
The value of work done is.....	155,000
Of this there has already been paid.....	110,194
Leaving balance now payable.....	<u>\$44,806</u>

That the position of the company in respect of their subsidies is as follows:—	
Granted by Act of 1882.....	\$240,000
“ “ 1885.....	258,000
	<u>498,000</u>

Being at the rate of \$6,000 per mile for a distance of 88 miles.	
Total payment already made.....	110,194
Amount now certified.....	<u>44,806</u>
	<u>\$155,000</u>
Balance.....	<u>\$348,000</u>

The Minister recommends that authority be given for the payment of the sum of \$44,806 to this company.

The committee advise that the required authority be granted as recommended.

JOHN J. McGEE,
Clerk, Privy Council.

—

Exhibit "LJ" 98, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. O.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER.

OTTAWA, 10th December, 1887.

A. P. BRADLEY, Esq.,
Secretary, Department Railways and Canals.

SIR,—Mr. Ridout has inspected 50 miles of the Temiscouata Railway with a view to the payment of the subsidy. So far as the work has advanced he states it is well and substantially done.

Rivière du Loup to 10th mile.

Subsidy applicable.....	\$70,460	
Value of work remaining to be done.....	9,406	
	<u> </u>	\$61,054

10th to 20th mile.

Subsidy applicable.....	67,220	
Value of work remaining to be done.....	14,020	
	<u> </u>	53,200

20th to 30th mile.

Subsidy applicable.. .. .	62,530	
Value of work remaining to be done.....	17,660	
	<u> </u>	44,870

30th to 40th mile.

Subsidy applicable.....	50,585	
Value of work remaining to be done.....	12,935	
	<u> </u>	37,650

40th to 45th mile.

Subsidy applicable.....	\$26,985	
76th to 81st subsidy applicable	26,850	
	<u> </u>	53,835

40th to 45th mile.

Value of work to be done.....	7,590	
76th to 81st value of work to be done.....	26,535	
	<u> </u>	34,125
	<u> </u>	19,710

216,484

Less balance of rolling stock required to complete first proposition for 50 miles of railway.....	50,800
---	--------

166,184

Less amount previously certified.....	155,000
---------------------------------------	---------

\$11,184

I have the honour to be your obedient servant,

COLLINGWOOD SCHREIBER.

Edgar versus Caron.

Exhibit "LJ" 99, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

*CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council,
approved by His Excellency the Governor General in Council on the 17th
December, 1887.*

On a memorandum dated 12th December, 1887,
from the Minister of Railways and Canals,
representing that under date the 10th inst.,
the Chief Engineer of Government Railways
has reported showing the results of a further
inspection made of the road of the Temis-
couata Railway Company (subsidized to the
extent of \$498,000 for a distance of 83 miles)
from which report it appears that work has
been done bringing the total value up to the
sum of \$216,484
From which he deducts for balance of rolling stock
required to complete full proportion for 50
miles..... 50,800

Leaving a balance of..... \$166,184
That of this amount there has already been paid... 155,000

Leaving the amount now payable..... \$ 11,184

The minister recommends that authority be given for the payment of the
said sum of \$11,184.

The committee advise that the requisite authority be given accordingly.

JOHN J. MCGEE,
Clerk, Privy Council.

Exhibit "LJ" 100, for the Crown; filed 21st September, 1892.

G. H. HAMEL,
Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,
OTTAWA, 6th February, 1888.

A. P. BRADLEY, Esq.,
Secretary, Department Railways and Canals,
Ottawa.

SIR,—I have the honour to report that Mr. Ridout,
under my instructions, inspected on the 10th
January, ultimo, the Temiscouata Railway.
He represents the track to be laid over the
entire length of 80 ¹/₂ miles, 18 miles being par-

tially ballasted. The amount of subsidy applicable on the 80 $\frac{1}{2}$ miles at \$6,000 is \$483,600, and the value of work remaining to be done to complete the road according to the subsidy contract is estimated at—for replacing trestles with beam culverts, masonry culverts, truss bridge and embankments.....		\$ 42,286
To complete other works of construction.....		141,605
To complete equipments, rolling stock.....		88,100
		<hr/>
		\$266,971
Balance.....		216,629
Previously reported.....		166,184
		<hr/>
		\$ 50,445
Or, say, in round numbers.....		50,500

I have the honour to be

Your obedient servant,

COLLINGWOOD SCHREIBER.

Exhibit "LJ" 101, for the Crown; filed 21st September, 1892.

GUST. HAMEL,

Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 8th February, 1888.

On a memorandum dated 7th February, 1888, from the Minister of Railways and Canals, representing that under date 6th inst. the Government Chief Engineer of Railways reported on the result of a further inspection of the subsidized line of the Temiscouata Railway Company between Rivière du Loup and Edmundston, showing that the track is laid for the entire length of the road 80 $\frac{1}{2}$ miles.

The Minister further represents that the amount of the subsidy actually applicable at the rate fixed, \$6,000 per mile is		\$483,600
After deducting the amount required to complete and equip the road.....		266,971
		<hr/>
The balance remaining is.....		\$216,629
Of this amount there has already been paid.....		\$166,184
		<hr/>
Leaving the balance now payable....		\$50,445

say, \$50,500.

The Minister recommends that authority be granted to pay to the Temiscouata Railway Company the sum of \$50,500.

The committee submit the same for Your Excellency's approval.

JOHN J. MCGEE,

Clerk, Privy Council.

Edgar versus Caron.

Exhibit "LJ" 102, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

TEMISCOUATA RAILWAY.

OTTAWA, 16th April, 1888.

A. P. BRADLEY, Esq.,
Secretary, Department of Railways and Canals.

SIR,—In reference to the Temiscouata Railway Company's subsidy of \$96,000 granted by Parliament at its last session for the first thirty-two miles of said railway from Edmundston, I have the honour to request that the subsidy be increased to \$100,000 to be applied and advanced in aid of the construction of the first 20 miles, starting from Edmundston to a point opposite Fort Kent, on the St. John's River.

I may mention that the company originally applied for a subsidy of \$5,000 per mile, that the work to be done on the first 20 miles is very heavy and expensive, and will include an outlay of over \$30,000 for an iron bridge at the mouth of the Madawaska.

Will you please have this application submitted to the Minister for his consideration and action?

Your obedient servant,
A. R. McDONALD,
President.
per JOHN J. McDONALD.

Exhibit "L J" 103, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

TEMISCOUATA RAILWAY.

ORIGINAL SHAREHOLDERS.

1. P. E. Grandbois, M.P.,
2. Damase Rossignol, M.D., L.
3. Geo. Honoré Deschênes, M.P.P.,
4. John J. McDonald,
5. J. Israël Tarte,
6. Charles Bertrand,
7. Wm. McCarthy,
8. A. R. McDonald,
9. Adolphe Hamel.

PRESENT SHAREHOLDERS.

1. P. E. Grandbois, M.P.,
2. Damase Rossignol, M.D., L.
3. George Honoré Deschênes, M.P.P.
4. John J. McDonald,
5. J. Israël Tarte,
6. Charles Bertrand,
7. Wm. McCarthy,
8. A. R. McDonald,
9. Hector Cameron,
10. Roger Ryan,
11. Levite Thériault, M.P.P.

THE TEMISCOUATA RAILWAY COMPANY.

RIVIÈRE DU LOUP, 17th March, 1888.

A. P. BRADLEY, Esq.,
Secretary of Railways and Canals.

SIR,—In conformity to the request contained in your letter of the 15th inst., I am giving you a list of the original shareholders and of the present shareholders of the Temiscouata Railway Company.

The following were the original shareholders:—P. E. Grandbois, M.P.; Damase Rossignol, M.D., L.; Adolphe Hamel; Geo. Honoré Deschênes, M.P.P.; John J. McDonald; J. Israël Tarte; Charles Bertrand; Wm. McCarthy; Hector Cameron; Roger Ryan; Levite Thériault, M.P.P.; A. R. McDonald.

A. R. McDONALD,
President.

Exhibit "LJ" 104, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R.C.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER.

OTTAWA, 1st June, 1888.

A. P. BRADLEY, Esq.,
Secretary, Department of Railways and Canals.

SIR,—I beg to report, that the quantity of rolling stock now upon the Temiscouata Railway is as follows, viz.:—

Seventy-five (75) flat cars, one (1) box car, and three (3) engines, which gives an increase of \$33,000.00 in amount of rolling stock delivered since my last report of the 6th February, 1888, the other works remaining the same as in my previous report.

I am, sir, your obedient servant,

COLLINGWOOD SCHREIBER,
Chief Engineer and General Manager.

TEMISCOUATA RAILWAY.

Reported 1st June, 1888:—

Track laid, 80 $\frac{1}{4}$ miles, 18 miles being partially ballasted, subsidy applicable on this 80 $\frac{1}{4}$ miles at \$6,000...	\$488,600
And the value of work remaining to be done to complete the road according to the subsidy contract, is estimated at.....	

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For replacing trestles with beam culverts, masonry culverts, truss bridges and embankments.....	\$ 42,266
To complete other works of construction	141,605
To complete equipment, rolling stock...	50,100
	<hr/> 233,971
Balance.....	\$249,629
Previously reported 6th February, 1888.	216,629
	<hr/> \$ 33,000

See report this date 1st June, 1888.

Exhibit "LJ" 105, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Administrator of the Government in Council on the 6th June, 1888.

On a memorandum dated 2nd June, 1888, from the Minister of Railways and Canals representing that under date the 1st June, inst., the Chief Engineer of Government Railways has reported further in respect of the subsidized line of the Temiscouata Railway Company between Rivière du Loup and Edmundston, showing the value of certain rolling stock delivered on the road since the date of his last report, such value being set down as \$33,000, and that the position of the company, as to their subsidy, would accordingly be as follows:—

Total subsidy at the rate of \$6,000 per mile (80 6-10 miles).....	\$483,600
Amount already paid under Orders in Council, the last dated 8th February, 1888.....	216,684
	<hr/> \$266,916
Amount now payable.....	33,000
	<hr/>
Balance available for work remaining to be done.....	\$233,916

The minister recommends that authority be given for the payment to the company of the said sum of \$33,000. The committee advise that the authority be granted.

JOHN J. McGEE,
Clerk, Privy Council.

Exhibit "LJ" 106, for the Crown; filed 21st September, 1892,

G. HAMEL,
Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,

OTTAWA, July 5th, 1888.

A. P. BRADLEY, Esq.,
Secretary, Department Railways and Canals,
Ottawa.

SIR,—The application of the Temiscouata Railway Company for an advance of \$21 000, having been submitted to me for report, I have the honour to state that the amount of subsidy now in hand to complete the filling of trestles and other works, as well as for providing the balance of the rolling stock is \$288,971.

The company have delivered on the works two more locomotives since the last return, making five in all, with a proportionate amount of cars, and are vigorously prosecuting the work of filling in trestles and ballasting, and therefore consider that the amount asked for can be safely advanced. The account will therefore stand thus:—

Amount of subsidy.....	\$488,600
Previous payments.....	\$249,629
Present advance.....	21,000
	<hr/> 270,629
Balance.....	<u>\$212,971</u>

I have the honour to be, sir,
Your obedient servant,

COLLINGWOOD SCHREIBER,
Chief Engineer Government Railways.

Exhibit "LJ" 107, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 25th July, 1888.

On a memorandum dated 12th July, 1888, from the Minister of Railways and Canals representing that under date the 5th July, instant, the chief engineer of Government railways has furnished a further report on the subsidized work of the Temiscouata Railway Company, showing that since the date of his last report the company have delivered on the line two new locomotives and are proceeding with the work of replacing trestles by embankments, ballasting, &c., and that the further sum of \$21,000 can safely be advanced to them.

Edgar versus Caron.

. That the subsidy account with this company stands thus :—

Total subsidy granted.....	\$488,600	
Payment already made.....	249,629	
	<hr/>	\$238,971
Amount now payable.....		21,000
		<hr/>
Balance.....		\$212,971

The Minister recommends that authority be given for the payment of the said sum of \$21,000.

The committee advise that authority be granted.

JOHN J. MCGEE,
Clerk, Privy Council.

Exhibit "LJ" 108, for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

GOVERNMENT RAILWAYS IN OPERATION,

OFFICE OF THE CHIEF ENGINEER.

OTTAWA, 22nd August, 1888.

A. P. BRADLEY, Esq.,
Secretary, Department Railways and Canals.

SIR,—Acting under my instructions, Mr. Ridout has inspected and reported on the Temiscouata Railway from Rivière du Loup to Edmundston, a distance of 80.6 miles. Since the date of my last report upon the works of construction the track being at that time laid throughout, the work of raising and widening banks, filling in temporary trestles and ballasting has been pushed vigorously. About one-half of the line has been ballasted and the track on that portion is in very good condition.

Culverts.—A few additional beam and timber box culverts have been built. There is a timber box culvert at the 52½-mile under a 14-foot bank, and 45 in banks ranging from 8 to 12 feet in height, all of which are of cedar.

Truss Bridges.—Three additional truss bridges of 40 feet span have been erected at the 48½, 60th and 75½ miles.

Buildings.—A frame engine-house, machine and blacksmith shops, coal shed and a good frame building for offices and store-house have been erected at Rivière du Loup, also a coal shed at Edmundston. A building has likewise been purchased at St. Jacques (73rd mile) which is to be converted into a passenger and freight station.

Water service.—Good frost-proof tanks with pumping engines have been completed at Rivière du Loup, St. Francis (16th mile) and at Cabona (48rd mile) and materials are delivered for two others at the 88rd and 60th miles.

Y's have been built at Rivière du Loup, and at the 44th and 78th miles.

Sidings.—Ample siding accommodation has been laid at Rivière du Loup and also eleven other sidings at various points on the line, some of which are not fully completed.

Work has been commenced on the foundations for the large bridge, at Madawaska at the 78½ mile.

Rolling stock.—The rolling stock now on the line is as follows:—5 locomotives, 1 second class passenger car, 55 platform cars, 30 ballast dumpers, 1 box car.

One first class passenger car and one baggage, mail and express car has been delivered at Chaudière Junction for this road.

I attach hereto a statement in detail of Mr. Ridout's estimate of the amount required to complete the road.

The following is a statement of the subsidy account:—

Total subsidy 80 miles at \$6,000.....	\$483,600
Less to complete (as per statement).	151,452
Proportionate value of work done.....	\$332,148
Previously paid.....	270,684
Balance.....	\$ 61,464

I have the honour to be, sir, your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engineer Government Railways.

Per J. J. L.

TEMISCOUATA RAILWAY.

ESTIMATE TO COMPLETE.

Clearing.....	\$ 125	
Fencing.....	15,000	
Earthwork.....	9,600	
Stonefilling in cribs.....	113	
Farm crossings.....	608	
Madawaska bridge, piling 2680 L. feet @ 25c	670	
Concrete, 50 cubic yards @ \$5.....	250	
Bridge masonry, 600 cubic yards @ \$15.....	9,000	
2 Howe truss spans of 100 feet each	8,000	
Completion of sidings, say.....	1,000	
Ballasting, 75,000 cubic yards @ 24c.....	18,000	
Replacing one cedar box culvert in 14 feet bank with masonry.....	420	
Replacing cedar box culvert in banks from 3 to 12 feet high with open beam culverts or iron pipes, say.....	4,000	
		\$ 66,786
To replace present trestles with beam culverts, masonry culverts, truss bridges and embankments, in accordance with statement No. 2 attached to my report of 80th January, 1888.....	42,266	
Less 2,500 cubic yards earth filling at trestle at 5th mile.....	500	
		41,766

Edgar versus Caron.

To complete station buildings, water service, passenger and freight buildings.....	8,000	
Water tanks.....	1,900	
Engine-house at Edmundston.....	2,000	
Coal shed.....	500	
2 turntables.....	2,500	
		14,900
To complete rolling stock, 2 1st class pas- senger cars @ \$4,500.....	9,000	
3 second passenger cars @ \$3,000.....	9,000	
1 baggage mail and express.....	2,500	
3 platform cars to be converted into box cars	3,900	
2 snow ploughs @ \$1,200.....	2,400	
2 flanges @ \$600.....	1,200	
		28,000
		\$151,452

Exhibit "LJ" 109, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 5th September, 1888.

On a memorandum dated 28th August, 1888, from the Minister of Railways and Canals, representing that, under date the 22nd August, the chief engineer of Government railways has reported on the results of a further inspection made of the subsidized line of the Temiscouata Railway Company, from Rivière du Loup to Edmundston, such report showing that work has been pushed forward vigorously since his last report, and embraces the raising and widening of banks, the filling-in of temporary trestles, ballasting, bridges, buildings, water service, sidings and rolling stock, the track having already been laid throughout.

The Minister further represents that the position of the company with regard to their subsidy is according to this report as follows:—

Total subsidy 80.6 miles at \$6,000.....	\$483,600
Less to complete as per statement furnished.....	151,452

Proportionate value of work done.....	\$382,148
Of this, the books of the accountant of the depart- ment shew that there has already been paid..	270,684

Leaving the balance now payable.....	\$61,464
--------------------------------------	----------

The Minister recommends that authority be given for the payment to the company of the said sum of \$61,464.

The committee submit the same for Your Excellency's approval.

JOHN J. McGEE,
Clerk, Privy Council.

Exhibit "LJ" 110, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

GOVERNMENT RAILWAYS IN OPERATION.

OFFICE OF THE CHIEF ENGINEER,

OTTAWA, 17th September, 1888.

A. P. BRADLEY, Esq.,
Secretary, Department Railways and Canals,
Ottawa.

SIR,—I have the honour to inform you that since the date of my last report (22nd August), the following additional rolling stock has been delivered on the Temiscouata Railway for the use of that road:—

One first class passenger car, value.....	\$4,500
One second class passenger car, value... ..	3,000
One baggage car, value.....	2,500
Total value.....	<u>\$10,000</u>

The following is a statement of the subsidy amount:—

Total subsidy, 80 miles at \$6,000.....	\$488,600
Less to complete as per statement of 22nd August.....	\$151,452
Less rolling stock as above.....	10,000
	<u>\$141,452</u>
Proportionate value of work done.....	\$342,148
Previously reported.....	332,148
Balance.....	<u>\$10,000</u>

I have the honour to be your obedient servant,

COLLINGWOOD SCHREIBER,
Chief Engineer of Government Railways.

Exhibit "LJ" 111, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 25th September, 1888.

On a memorandum dated 21st September, 1888, from the Minister of Railways and Canals, representing that under date the 17th September, inst., the Chief Engineer of Government Railways has reported further on the subsidized works of the Temiscouata Railway showing that additional stock has

Edgar versus Caron.

been delivered to the value of \$10,000, the position of the company in respect of their subsidy being now as follows :

Total subsidy, 80 miles, at \$6,000.....		\$483,600
Less to complete.....	\$151,452	
Less rolling stock now reported.....	10,000	141,452
Proportionate value of work done.....		342,148
Of this the books of the accountant show that there has already been paid		332,148
Leaving balance now payable.....		10,000

The Minister recommends that authority be given for the payment of the said sum of \$10,000.

The committee advise that the requisite authority be granted.

JOHN J. MCGEE,
Clerk, Privy Council.

Exhibit "LJ" 112, for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS.

OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER.

OTTAWA, 12th November, 1888.

A. P. BRADLEY, Esq.,
Sec'y Dept. Railways and Canals, Ottawa.

SIR,—The Temiscouata Railway Company having made application for a further inspection of the road in subsidy account, Mr. Ridout, under my instructions, made an inspection on the 3rd instant.

He found the following work remaining to be done to comply with the requirements of the contract under the Subsidy Act :—

Clearing	\$ 125
Fencing, 5,700.....	5,700
Earthwork	1,920
Stone-filling in cribs.....	75
Farm crossings	240
Madawaska Bridge.....	4,625
Ballasting.....	3,600
Sidings.....	400
Replace wooden box culverts with masonry.....	420
" 45 wooden box culverts with beam culverts	4,500
Replace wooden trestles with beam culverts, masonry culverts, truss bridges and earthwork	41,766
To complete buildings and water services	5,800
" rolling stock.....	18,275
Total to complete.....	82,446

Subsidy applicable 80.6 miles at \$6,000.....	483,600
Less work remaining to be done.....	82,446
	<hr/>
	\$401,154
Previously reported.....	342,148
	<hr/>
Balance.....	\$59,006

I have the honour to be your obedient servant,

COLLINGWOOD SCHREIBER,
Chief Engineer of Government Railways.

Exhibit "LJ" 113, for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R.C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 28th November, 1888.

On a memorandum dated 22nd November, 1888, from the Minister of Railways and Canals, representing that under date the 12th November, instant, the chief engineer of Government railways has reported on the results of a further inspection made on the subsidized line of the Temiscouata Railway showing the following as the position of the company in respect of the subsidy :—

Total subsidy applicable, 80 miles at \$6,000.....	\$483,600
Less work remaining to be done.....	82,446
	<hr/>
	\$401,154
That of this sum the books of the accountant of this department show that there has already been paid on reports of the chief engineer and Orders in Council.....	342,148
	<hr/>
Leaving the balance	\$59,006

The Minister recommends that authority be given for the payment of the said balance, \$59,006.

The committee advise that authority be granted.

JOHN J. MCGEE,
Clerk, Privy Council.

Edgar versus Caron.

Exhibit "LJ" 114, for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R.C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 31st December, 1888.

On a memorandum dated 29th December, 1888, from the Minister of Railways and Canals, submitting that by the Act 51 Vic., chap. 3, the grant of the following subsidy was authorized :—

"To the Temiscouata Railway Company for 20 miles of their branch railway from Edmundston towards the St. Francis River, in the province of Quebec, in lieu of the subsidy granted by 50-51 Vic., chap. 24, a subsidy of \$100,000."

The Minister represents that under date the 28th December, instant, the company made application to be admitted to contract for this subsidy, and under date the 29th December, instant, the chief engineer of Government railways reported on their application and has furnished a draft of specification and contract suitable to the case, whereby the maximum grade is set down as 70 feet to the mile, except at the junction, where there are two short grades of 80 feet to the mile, the sharpest curvature being of 818 feet radius or 7 degrees.

The Minister recommends that the description, conditions and specifications, fixing the grades and curvature as above, be approved, and that he be authorized to sign the draft of contract hereto attached, the work to be completed by the 1st of August, 1892.

The Minister further represents that the chief engineer of Government railways at the same time reported on plans and profiles of the said 20 miles of railway to the effect that the location shown by a red line on the plan, and the grade shown by a red line on the profiles may be approved, except where modifications are shown by a blue grade line, which should be approved instead. He, the Minister, recommends that such plans and profiles, in so far as they show the location, be approved in accordance with the suggestion of the chief engineer.

The committee submit the above recommendations for Your Excellency's approval.

JOHN J. McGEE,
Clerk, Privy Council.

A.

SPECIFICATION AND DESCRIPTION.

1st. The railway shall be a single track line, with gauge four feet eight and one-half inches, with necessary sidings.

2nd. The alignments, gradient and curvature shall be the best the physical features of the country will admit of, the maximum grade not to exceed seventy feet to the mile, except at the junction where two short grades of eighty feet to the mile occur, and the minimum curvature not to be of less radius than 1,818 feet or 70°.

3rd. In all wooded sections the land must be cleared to the width of not less than fifty (50) feet on each side of the centre line ; all brush and logs must be completely burnt and none thrown on the adjacent land.

4th. All stumps must be grubbed out within the limits of cuttings under three feet in depth, or embankments less than two feet in height.

5th. All stumps must be close cut where embankments are less than four feet and more than two feet in height.

6th. The railway must be inclosed with substantially built legal fences, of wire or wood, with the necessary gates and crossings to accommodate the farmers.

7th. Road crossings with cattle guards and sign boards shall be provided at all public highways crossing the railway on a level with the rails.

8th. The width of cuttings at formation level shall be not less than twenty (20) feet, embankments not less than fifteen (15) feet, when settled into place.

9th. Efficient drainage must be provided by open ditches and under-drains.

10th. All bridges, culverts and other structures must be of ample size and strength for the purpose intended ; piers and abutments of truss bridges must be of massive masonry, and culverts under embankments over twelve feet in height must be of well built strong second class masonry, or iron, made of durable and suitable materials, thoroughly permanent in character, and equal in every essential particular to the best description of like work employed in similar railway work in the Dominion.

11th. Open or beam culverts in embankments less than twelve feet in height may be of cedar wood not less than ten inches by ten inches, except the track stringers which may be of sound pine, white oak, tamarac or spruce timber, not less than twelve inches by fourteen inches. The span shall not exceed fourteen feet, and they shall be constructed on a plan approved by the Minister of Railways and Canals. Superstructure of truss bridges may be of sound white pine or Georgia pitch pine wood, or if the trusses are covered in from the weather and shingled, in such case, straight-grained spruce timber may be used.

12th. The rails shall be of steel, weighing not less than fifty-six (56) pounds per lineal yard, of approved section, and with the most approved fish-plate.

13th. The railway must be well ballasted with either gravel or other suitable material. The sleepers to be eight inches face by six inches thick and eight feet long, 2,600 to the mile.

14th. Sufficient siding accommodation, stations, tanks, turntables or Y's and such other structures and buildings as may be necessary to meet the requirements of the traffic shall be provided by the company.

15th. Sufficient rolling stock necessary to accommodate and to conduct promptly and efficiently the traffic and business of the line shall be provided by the company, of which the Minister of Railways and Canals shall be the judge.

16th. Wooden box culverts will not be permitted under any circumstances, and trestle or pile bridges will not be allowed except upon the written authority of the Minister of Railways and Canals. The timber of which they are to be constructed must also be approved by the Minister.

THIS CONTRACT AND AGREEMENT made
in the year one thousand eight hundred and

the day of

Edgar versus Caron.

BETWEEN Her Majesty THE QUEEN, acting in respect of the Dominion of Canada, and herein represented by the Honourable John Henry Pope, Minister of Railways and Canals, of the first part, and the Temiscouata Railway Company of the second part.

WITNESSETH, that whereas it is, in and by an Act passed in the session of the Parliament of Canada, held in the fifty-first year of Her Majesty's reign, chaptered three, and intituled, "An Act to authorize the granting of subsidies in aid of the construction of the lines of railway therein mentioned," amongst other things in effect enacted "That the Governor in Council may grant:

To the Temiscouata Railway Company for 20 miles of their branch railway from Edmundston towards the St. Francis river, in the province of Quebec, in lieu of the subsidy granted by 50 and 51 Vic., chap. 24, a subsidy of \$100,000, one hundred thousand dollars, the said railway to be commenced within two years from the first day of August, A. D., 1888, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and to be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the company with the Government, and which the Government is thereby empowered to make; the location of such line of railway to be subject to the approval of the Governor in Council; the said subsidy to be payable out of the Consolidated Revenue Fund of Canada by instalments on the completion, to the satisfaction of the Minister of Railways and Canals, of each section of the railway of not less than ten miles proportionate to the value of the portion so completed, in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized.

AND WHEREAS the Governor in Council has duly approved of the descriptions, conditions and specifications hereto annexed marked "A," as the descriptions, conditions and specifications for the construction of the said railway.

NOW THIS AGREEMENT WITNESSETH, that in consideration of the said subsidy to be paid in the manner aforesaid, "The Temiscouata Railway Company," covenants and agrees to and with Her Majesty, Her Heirs and Successors in manner following, that is to say:—

1. That the company shall and will well, truly and faithfully make, build, construct and complete a line of railway from Edmundston towards St. Francis River, a distance of 20 miles, the points and approximate route and course being shown on the map filed in the Department of Railways and Canals, and all bridges, culverts and works appurtenant thereto, and will build, construct and complete the said line of railway, bridges and culverts, and perform all engineering services, whether in the field or in preparing plans or doing other office works, to the entire satisfaction of the Governor in Council.
2. That the company shall and will locate and construct the said line of railway on as straight a course as practicable, between the points above mentioned, with only such deviations as may seem absolutely indispensable to avoid serious engineering obstacles, and as shall be allowed by the Governor in Council.
3. That the gradients and alignments shall be the best that the physical features of the country will admit of in conformity with the aforesaid specifications hereto annexed, marked "A."

4. That the company shall and will furnish profiles, plans and bills of quantities of the whole line of railway in ten-mile sections, and that before the work is commenced on any ten-mile section, such profiles, plans and bills of quantities shall be approved by the Governor in Council, and before any payments are made, the company will furnish such further returns as may be required to satisfy the Minister of Railways and Canals as to the relative value of the works executed with that remaining to be done.

5. That the said company shall commence the works embraced in this agreement within one year from the date hereof, and shall complete the same, to wit;—by the 1st August, 1892, time being declared to be material and of the essence of this contract, and in default of such completion as aforesaid, on or before the said date or dates, the company shall forfeit all right, claim or demand to any and every part of the subsidy remaining unpaid, as also to any moneys whatever which may be at the time of the failure of the completion as aforesaid due and owing to the company.

6. That the company will upon and after the completion of the said line of railway and works appertaining thereto, truly and faithfully keep the same and the rolling stock required therefor in good sufficient working and running order, and shall continuously and faithfully operate the same.

7. That the company will build, construct and complete the said line of railway and works appertaining thereto in all respects in accordance with the specification hereto annexed, marked "A"; and upon a line of location to be approved of by the Governor in Council.

8. And that the said line of railway and works appertaining thereto, be the property of the company.

IN WITNESS WHEREOF, "The Temiscouata Railway Company" have caused their corporate seal to be affixed hereto, and these presents to be signed by the President and by the Secretary of the said company, and the said Minister of Railways and Canals hath hereunto set his hand and caused the same to be sealed and countersigned by the Secretary of the Department of Railways and Canals.

Signed by the President and by the Secretary
of the said company, the corporate seal of
the company having been hereto affixed, in
the presence of

Signed and sealed by the Minister and by the
Secretary of the Department of Railways
and Canals, in the presence of

Minister of Railways and Canals.

Secretary.

Exhibit "LJ" 115, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,

Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS,

OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER.

OTTAWA, 16th January, 1889.

A. P. BRADLEY, Esq.,

SIR,—Mr. Ridout on the 5th inst. inspected the Temiscouata, Railway and he found the following work to be done to complete the contract:—

Edgar versus Caron.

Clearing.....	\$ 120
Fencing.....	5,700
Earthwork.....	1,920
Farm crossings.....	240
Madawaska bridge.....	1,000
Ballasting.....	1,200
Replacing a cedar box culvert with masonry	420
Replacing 45 cedar boxes with beam culverts.....	4,500
Readjusting line at 56th mile.....	7,040
Replace trestle bridge with beam cul- verts, masonry culverts, truss bridge and embankments.....	41,766
To complete station buildings.....	900
do rolling stock.....	5,880
	<hr/>
	\$70,686
Subsidy applicable.....	\$483,600
Less cost to complete, say.....	70,700
	<hr/>
	\$412,900

The \$412,900 is subject to a deduction of amounts previously paid which can readily be given by the accountant of the department.

I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHREIBER.

Exhibit "LJ" 116, for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 22nd January, 1889.

On a memorandum dated 18th January, 1889,
from the Minister of Railways and Canals,
representing that under date the 16th
January inst., the chief engineer of Gov-
ernment railways reported on the results
of a further inspection made of the sub-
sidized line of the Temiscouata Railway,
from which it appears that the total sub-
sidy applicable is.....\$ 483,600 00
From which, deducting the amount re-
quired to complete the work in accord-
ance with the company's contract..... 70,700 00

The balance is.....\$ 412,900 00

Of this amount the books of the Dept.
showed that there has already been
paid.....

401,154 00

Leaving the balance.....\$ 11,746 00

The Minister recommends that authority be given for the payment of the
said balance \$11,746 00.

The committee advise that authority be granted.

JOHN J. MCGEE,
Clerk, Privy Council.

Exhibit "LJ" 117, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R.C.

CANADIAN GOVERNMENT RAILWAYS,

OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER.

OTTAWA, 15th December, 1890.

A. P. BRADLEY, Esq.,

Secretary, Department Railways and Canals, Ottawa.

SIR,—Mr. Ridout, on the 12th instant, inspected the first twenty miles or the St. Francis Branch of the Temiscouata Railway in regard to subsidy. From the information given by him, it appears the location approved by Order in Council on the 31st December, 1888, has been very materially departed from, and nine grades in excess of the maximum of 70 feet per mile have been introduced, rising from 74 to 79 feet per mile. On the other hand, there are two grades at the Junction, which, under the approval on 31st December, 1888, were admissibly as steep as 80 feet per mile—one of these has been reduced to 65 feet per mile. There really appears to be no sufficient reason for exceeding the maximum of 70 feet per mile in the nine cases referred to.

On this twenty miles, authority has been given by the Minister for the introduction of five wooden trestle bridges of an aggregate length of 770 feet; there are, however, ten additional wooden trestle bridges of an aggregate length of 1002 feet, which have been introduced without any authority having been asked or given; these structures are well and substantially built of white pine timber.

There are four (4) stone drains, a class of construction which in my opinion is very objectionable and should not be permitted.

At two points, viz.: stations 258 and 710, truss bridges are being built on wooden pile abutments instead of massive masonry as called for by the contract.

One lift of ballast has been built on.

At Clare Station, a two-stall engine house is in course of erection. The work of their several classes as far as they have advanced are good and substantial.

The position of the subsidy may be stated as follows, viz.:

Edgar versus Caron.

Subsidy applicable under 51 Vic. cap. 3..	\$100 000
Deduct estimated value of work remaining to be done, to complete according to contract:	
Fencing.....	\$ 5,000
Public road crossings.....	800
Farm road crossings.....	500
Earthworks.....	2,160
Rip rap.....	3,000
Cedar cribwork.....	600
Stone filling.....	800
Howe truss bridges at 258 and 710.....	500
Ballasting.....	3,750
Reducing trestles at 580, 694 & 891 to 14 ft.	
Beam culverts.....	750
Masonry abutments at 258 and 710.....	5,200
Filling in trestles at 710	240
Replacing trestle at 1049 with 40 feet...	
Howe Truss bridge.....	5,360
Replacing trestles at 550, 643, 775, 901 and 920 with truss bridges.....	22,700
	51,480
Subsidy represented by work done.....	48,520

I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHREIBER.

Exhibit "LJ" 118, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,

Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 5th December, 1890.

On a Memorandum, dated 4th December, 1890, from the Minister of Railways and Canals, representing that under date the 1st December, inst., the chief engineer of Government railways has furnished a report on the results of an inspection made of the 20 miles of the St. Francis branch of the Temiscouata Railway, subsidized by the Act 51 Vic., chap. 3, to the extent of \$100,000; such report showing that work to the value of \$51,480 remains to be done to complete the road according to contract, leaving the balance \$48,520.

The Minister recommends that authority be given for the payment of the said sum of \$48,520.

The committee advised that the requisite authority be granted.

JOHN J. McGEE.

Clerk, Privy Council.

Exhibit "LJ" 119, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,
OTTAWA, 13th January, 1891.

A. P. BRADLEY,
Secretary, Department Railways and Canals, Ottawa.

SIR,—The position of the work on the St. Francis branch of the Temiscouata Railway in regard to subsidy is as follows:—

Subsidy applicable to 20 miles.....	\$100,000	
Less value of work remaining to be done to complete according to contract amendments thereto by O. C. :—		
Fencing.....	\$5,000	
Public road crossings.....	800	
Farm road crossings.....	500	
Earth work.....	2,160	
Rip-rap	3,000	
Cedar cribwork.....	600	
Stone filling.....	800	
Jock stringers for trestles at 118 and 357.	120	
Howe truss bridges at 258 and 710.....	500	
Ballasting.....	3,750	17,230
Subsidy represented by work done.....	\$82,770	

If a payment is to be made the previous payments should be deducted.

I have the honour to be, sir,
Your obedient servant,

COLLINGWOOD SCHREIBER.

Exhibit "LJ" 120, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 16th January, 1891.

On a memorandum dated 14th January, 1891, from the Minister of Railways and Canals, representing that under date the 13th January, instant, the chief engineer of Government railways reported on the results of a further inspection made of the St. Francis Branch of the Temiscouata Railway, subsidized by the Act 51 Vic., chap. 3, to the extent of \$100,000 for the first 20 miles from Edmundston.

Edgar versus Caron.

That from this report it appears that the company are entitled to receive subsidy as follows :—

Total subsidy.....	\$100,000
Less value of work remaining to be executed.....	17,230
	<hr/>
	\$82,770
Of this sum there has already been paid.....	48,520
	<hr/>
Leaving balance payable.....	\$34,250

The Minister recommends that authority be given for the payment of this sum of \$34,250.

The committee advise that the requisite authority be granted.

JOHN J. MCGEE,

Clerk, Privy Council.

Exhibit "LJ" 121, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,

Clerk, R. C.

TEMISCOUATA RAILWAY COMPANY,

RIVIÈRE DU LOUP, 21st May, 1891.

To the Right Honourable

The Minister of Railways and Canals, Ottawa.

DEAR SIR,—The Parliament of Canada, by the Act 58 Victoria, chap. 2, granted to the Temiscouata Railway Company a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$51,200 for 16 miles of their railway, from the west end of the twenty miles of their branch railway from Edmundston, which twenty miles, by the Act 51 Vic., chap. 3, had been subsidized to the amount of \$5,000 per mile, and are now completed and in operation.

The company are now prepared and anxious to proceed with the extension of their branch towards the St. Francis River, but find that it will not be necessary for the requirements of the lumber trade and other business of that portion of the country at present, to extend their line to a greater distance than 12 miles beyond the twenty miles already built, as, at that point, being on the property of Mr. Connors, there are the best facilities for the erection of saw mills and the booming of logs, and that point is also the most favourable one for the erection of a bridge across the St. John River to connect with the State of Maine, and to serve the business interests of that portion of Northern Maine.

The company find that the cost of construction of these 12 miles will be so great that with the present subsidy they will be unable to carry out the work satisfactorily and in a manner to meet the requirements of the Government and adequately to serve the trade of the country.

I have, therefore, the honour to request that you will be pleased to submit for the consideration of the Governor General in Council, and for the

granting by Parliament, this application for the conversion of the subsidy of \$3,200 per mile, already granted for 16 miles into the subsidy of \$5,000 per mile for 12 miles as above described.

I have the honour to be, sir, your obedient servant,

JOHN J. McDONALD,
President Temiscouata Railway Company.

Exhibit "LJ" 122, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R.C.

CANADIAN GOVERNMENT RAILWAYS.

OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,

OTTAWA, 13th Aug., 1891.

A. P. BRADLEY,

Department Railways and Canals, Ottawa.

SIR,—Mr. McLeod, on the 14th July, ultimo, inspected the first 20 miles of the St. Francis Branch of the Temiscouata Railway in regard to subsidy. It appears that the plan and profile of amended location have not yet been approved by the Governor in Council, although they have been pronounced as satisfactory. The road, Mr. McLeod informs me, is substantially built as far as it has reached towards completion, and that as regards the subsidy the position is as follows:—

Subsidy applicable to 20 miles.....	\$ 100,000
Less estimated value of miles to complete fencing..	\$ 25
Public road crossings.....	10
Farm crossings.....	100
Four culverts.....	200
Ballasting, 14,000 yds.....	3,500
	<hr/>
	3,835
	<hr/>
	\$ 96,165

If payment is to be made, the amount of previous payments should be deducted.

I have the honour to be your obedient servant.

COLLINGWOOD SCHREIBER.

Exhibit "LJ" 123, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R.C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 2nd October, 1891.

On a memorandum dated the 29th September, 1891, from the Acting Minister of Railways and Canals, representing that under date the 13th of August, 1891, the chief engineer of Government railways reported on a further

Edgar versus Caron.

inspection of the St. Francis Branch of the Temiscouata Railway subsidized for the first 20 miles by the Act 51 Vic., chap. 3, (1888) to the extent of \$100,000, showing the position to be as follows (certain deviations from the original location having been accepted by an Order in Council, dated the 21st September instant) :—

Subsidy applicable	\$ 100,000
Deducted to complete work	3,838

\$ 96,165

That of this amount authority has already been given for the payment of.....	82,770
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Leaving balance now payable\$ 13,395

The Minister recommends that authority be given for payment accordingly.

The committee advise that the requisite authority be granted.

JOHN J. MCGEE,
Clerk of the Privy Council.

Exhibit "LJ" 124, for the Crown, filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

Re St. Francis Branch of the Temiscouata Railway.

OTTAWA, 9th October, 1891.

The Honourable MACKENZIE BOWELL,
Acting Minister of Railways and Canals.

SIR,—As the Temiscouata Railway Company are about entering into a contract with the Government for the construction of the twelve miles of the said branch terminating at Connors Station, for which a subsidy of \$3,200 per mile has been granted by Parliament, and as the company claim under a promise made by the late deceased Minister of Railways and Canals to be entitled to the full subsidy of \$5,000 per mile (as was given to the first twenty miles of said branch).

The company, before executing the contract, desire it to be understood that they will at a future time claim the additional subsidy of \$1,800 per mile, and that the execution of the contract by the company will in no way prejudice its rights and claims to such additional subsidy.

Your obedient servant,

JOHN J. McDONALD,
President.

Exhibit "LJ" 125, for the Crown, filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS.

OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER.

OTTAWA, 9th November, 1891.

A. P. BRADLEY,

Secretary, Department Railways and Canals, Ottawa.

SIR,—Mr. Ridout, on the 19th ultimo, inspected the first 20-mile section of the St. Francis Branch of the Temiscouata Railway in regard to subsidy, and he found the road completed according to contract with the following exceptions, viz.: Four stone drains have been built at stations 22, 101, 147 and 183, which should have been either cedar culverts or masonry culverts.

Subsidy applicable to 20 miles.....	\$100,000
Less replacing 4 stone drains with regular culverts	200

Subsidy represented by work done.....	\$ 99,800
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I have the honour to be your obedient servant,

COLLINGWOOD SCHREIBER.

P.S. If payment is to be made, the amount of previous payments should first be deducted.

Exhibit "LJ" 126, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS,

OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER.

OTTAWA, 9th November, 1891.

A. P. BRADLEY, Esq.,

Secretary Department Railways and Canals;
Ottawa.

SIR,—Mr. Ridout, on the 19th ultimo, inspected the section of the St. Francis Branch of the Temiscouata Railway on subsidy account from the 20th to the 31 $\frac{1}{4}$ mile in regard to subsidy, and he found the road completed according to contract, with the exception of 800 feet of fencing in front of Mr. Connor's residence, he having asked that it be not final. As this is a station, it is of no material importance; however, I have deducted its value as by contract it is required to be final:—

Subsidy applicable to 11 $\frac{1}{4}$ miles.....	\$37,600
Less fence to be erected (800 feet).....	50

Subsidy represented by work done.....	\$37,550
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I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHREIBER.

Edgar versus Caron.

Exhibit "LJ" 127, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER.

OTTAWA, 4th December, 1891.

To the Secretary, Department Railways and Canals,
Ottawa.

SIR,—On the 9th November, ultimo, I reported on the section of the St. Francis Branch of the Temiscouata Railway on subsidy account, from the 20th to the 31 $\frac{1}{4}$ miles, which report showed a small length of fencing remained to be erected. I now have to report that Mr. Ridout has again visited the work and finds this piece of fencing completed, which entitles the company to receive the first amount of subsidy applicable to this section of railway, viz.:—

11 $\frac{1}{4}$ miles at \$3,200 per mile..... \$37,600

If any previous payments have been made on this section, the amount should be deducted before making further payment.

I have the honour to be, sir,
Your obedient servant,

COLLINGWOOD SCHREIBER.

Exhibit "LJ" 128, for the Crown, filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R. C.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,

OTTAWA, 4th December, 1891.

To the Secretary,
Department Railways and Canals, Ottawa.

MY DEAR SIR,—On the 9th November, ultimo, I reported on the first 20-mile section of the St. Francis Branch of the Temiscouata Railway, when I stated that there were 4 stone drains which should be replaced by culverts, since which I have had a re-examination of these points and from the information obtained I am satisfied that in three of the cases the drainage is sufficient, as they are laid in merely to draw off small openings; in the fourth case, a side ditch has been dug to carry off the water and the stone drain abolished, which meets the requirements. I have, therefore, to report this section completed according to contract and the company have therefore earned the subsidy applicable thereto,

20 miles at \$5,000 per mile..... \$100,000

In making payment, all former payments in this section should first be deducted.

I have the honour to be your obedient servant,

COLLINGWOOD SCHREIBER.

Exhibit "LJ" 129, for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL,

Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 19th December, 1891.

On a memorandum dated 15th December, 1891, from the Acting Minister of Railways and Canals, representing that two reports have been made by the chief engineer of Government railways, dated the 4th December, 1891, with respect to the works of the St. Francis Branch of the Temiscouata Railway, subsidized for the first 20 miles by the Act 51 Vic., chap. 3, (1888), to the extent (bulk sum) of \$10,000, as to which a contract was made with the company on the 22nd of January, 1889, and for a further distance of 16 miles by the Act 53 Vic., chap. 2 (1890), to an extent not exceeding \$3,200 a mile, the contract for which, covering a distance of 12 miles, between Clair's siding and Connor's station, was signed on the 20th of October, 1891.

The minister further states that from the said reports, and from the books of the accountant of the Department of Railways and Canals, it appears that the works have been duly completed, and that the company are entitled to their subsidy as follows:—

For the 1st 20-mile section.....	\$100,000
Less amounts, payment of which has already been authorized.....	96,165
	<hr/>
	\$3,835
For 11½ miles further at \$3,200 a mile, for which nothing has so far been paid from their subsidy.....	\$ 37,600
	<hr/>
	\$41,435

The Minister recommends that authority be given for the payment of the said sum of \$41,435.

The committee advise that the requisite authority be granted.

JOHN J. MCGEE,

Clerk, Privy Council.

Exhibit "LJ" 180, for the Crown ; filed 21st September, 1892.

GUSTAVE HAMEL,

Clerk, R. C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 9th November, 1889.

On a memorandum dated 31st October, 1889, from the Minister of Railways and Canals, representing that under date the 26th and 28th October, the chief engineer of Government railways reported on the subject of a certain trestle bridge constructed on the subsidized line of the Temiscouata Railway, and from the said reports it appears that the total number of such trestles was 51, of which, in the case of 16, the company are converting them into twelve-foot beam culverts, leaving the remainder 35 as built, and that in the case of

Edgar versus Caron.

seven of these, namely, at the following points:—Miles $1\frac{1}{2}$, 5, 6, $17\frac{1}{2}$, $21\frac{1}{2}$ and 35, the late Minister had proposed to advise approval of their introduction leaving the balance of 28 for further consideration; of these, some have since been reduced in length. In the opinion of the chief engineer, the structures as built are fully equal in durability and utility to the truss bridges of the company, the abutments and piers of which, under their contract, are allowed (with two exceptions) to be of white cedar, not less than 12 by 12 inches, and he further considers them as more suitable for replacement by permanent masonry abutments and piers at a future date.

The Minister observes that the contract with this company, dated the 21st of June, 1886, as approved by an Order in Council of the 5th of April, previous, did not contain the provision inserted in later contracts for the acceptance of trestle work at the option of the Minister of Railways and Canals, and the Minister, in view of the above expressed opinion of the chief engineer, accordingly recommends that authority be given for the acceptance of the trestle bridging at the points indicated in the lists following, furnished with remarks by the chief engineer of railways and the specification attached to the company's contract of the 21st of June, 1886, being amended to this extent.

Mile and Original Dimensions:					Remarks.
At	$\frac{1}{2}$ mile trestle was 242 feet long x 20 feet high.				Approaches to R. du L. Bridge.
5	200	"	x 18	"	Reduced to 150 with 2 spans of 30 each to pass road and stream.
6	135	"	x 42	"	Reduced 2 spans of 12 feet each.
$17\frac{1}{2}$	75	"	x 30	"	To pass mill stream and flume.
$20\frac{1}{2}$	536	"	x 52	"	Across a large ravine.
$21\frac{1}{2}$	120	"	x 30	"	To pass public road and stream.
35	60	"	x 18	"	To pass 2 farm crossings and a stream.
1	50	"	x 9	"	This remains the same.
$1\frac{1}{2}$	24	"	x 8	"	"
10	60	"	x 22	"	"
17	160	"	x 20	"	"
21	150	"	x 28	"	"
33	75	"	x 24	"	"
$40\frac{1}{2}$	108	"	x 12	"	"
$43\frac{1}{2}$	156	"	x 18	"	Reduced to 80 x 18.
45	72	"	x 20	"	" 24 x 20.
33	468	"	x 22	"	" 324 x 22.
56	330	"	x 20	"	Location should have been further from the Lake; it would cost a considerable sum now to make the change.
$56\frac{1}{2}$	300	"	x 15	"	Track should be on solid ground.
57	360	"	x 20	"	40 feet truss built leaving 60 feet trestle.
60	100	"	x 10	"	Reduced to 24 x 9.
$63\frac{1}{2}$	50	"	x 9	"	" 36 x 18.
$65\frac{1}{2}$	100	"	x 18	"	" 60 x 21.
$66\frac{1}{2}$	132	"	x 21	"	" 24 x 12.
$68\frac{1}{2}$	60	"	x 12	"	This remains the same.
70	60	"	x 16	"	Reduced to 24 x 12.
$73\frac{1}{2}$	50	"	x 12	"	" 24 x 9.
$73\frac{1}{2}$	50	"	x 9	"	" 36 x 9.
75	60	"	x 9	"	Reduced to truss of 42 feet and trestle 48.
$75\frac{1}{2}$	460	"	x 18	"	Reduced to 24 x 14.
78	60	"	x 14	"	" 36 x 12.
77	80	"	x 12	"	" 12 x 15.
$77\frac{1}{2}$	60	"	x 15	"	" 12 x 15.
$78\frac{1}{2}$	48	"	x 15	"	This remains the same.
80	150	"	x 15	"	

The committee submit the above recommendation for Your Excellency's approval.

JOHN J. MCGEE,
Clerk, Privy Council.

A.

TEMISCOUATA RAILWAY.

SPECIFICATION AND DESCRIPTION.

1st. The railway shall be a single track line, with gauge four feet eight and one-half inches, with necessary sidings.

2nd. The alignments, gradient and curvature shall be the best the physical features of the country will admit of, the maximum grade not to exceed seventy-nine feet to the mile, and the minimum curvature not to be of less radius than 818 feet.

3rd. In all wooded sections the land must be cleared to the width of not less than fifty feet on each side of the centre line; all brush and logs must be completely burnt, and none thrown on the adjacent land.

4th. All stumps must be grubbed out within the limits of cuttings under three feet in depth, or embankments less than two feet in height.

5th. All stumps must be close cut where embankments are less than four feet and more than two feet in height.

8th. Through settlements the railway must be inclosed with substantially built legal fences, of wire or wood, with the necessary gates and crossings to accommodate the farmers.

7th. Road crossings with cattle guards and sign boards shall be provided at all public highways crossing the railway on a level with the rails.

8th. The width of cuttings at formation level shall be in rock cuts, eighteen (18) feet, and in earth twenty (20) feet, embankments sixteen (16) feet.

9th. Efficient drainage must be provided by open ditches and under-drains.

10th. All bridges, culverts and other structures must be of ample size and strength for the purpose intended; piers and abutments of truss bridges over Rivière du Loup and Madawaska at Edmundston must be of massive masonry, and culverts under embankments over twelve feet in height must be of well built, strong second class masonry, or iron, made of durable and suitable materials, thoroughly permanent in character and equal in every essential particular to the best description of like work employed in similar railway work in the Dominion. Other truss bridges, abutments and piers as well as open culverts under embankments less than twelve feet in height may be of good sound white cedar of not less dimensions than 12x12. Superstructure of truss bridges may be of wood.

11th. The rails shall be of steel, weighing not less than fifty-six (56) pounds per lineal yard, of approved section, and with the most approved fish-plate.

12th. The railway must be well ballasted with either gravel or other suitable material. The sleepers to be eight inches face by six inches thick and eight feet long, 2,600 to the mile.

13th. Sufficient siding accommodation, stations, tanks, turntables or Y's and such other structures and buildings as may be necessary to meet the requirements of the traffic shall be provided by the company.

14th. Sufficient rolling stock necessary to accommodate and to conduct promptly and efficiently the traffic and business of the line shall be provided by the company.

A. R. McDONALD,
President.

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ARTICLES OF AGREEMENT made and entered into this twenty-first day of June, in the year of our Lord one thousand eight hundred and eighty-six.

BETWEEN "The Temiscouata Railway Company," of the first part, and Her Majesty Queen Victoria, represented herein by the Minister of Railways and Canals, of the second part.

WITNESSETH, that whereas it is, in and by an Act passed in the session of the Parliament of Canada held in the forty-fifth year of Her Majesty's reign, chaptered 14, and intituled, "An Act to provide for the granting of subsidies for the construction of certain lines of railways therein mentioned," amongst other things in effect enacted that "it shall be lawful for the Governor in Council to grant towards the construction of a railway from a point on the Intercolonial Railway at Rivière Ouelle, in the province of Quebec, or between them, to Edmundston, in the province of New Brunswick, a subsidy not exceeding three thousand two hundred dollars per mile, nor exceeding in the whole two hundred and forty thousand dollars, the said subsidy to be granted to such company as shall be approved by the Governor in Council as having established to his satisfaction their ability to complete the said railway, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the company with the Government; such subsidy to be payable out of the Consolidated Revenue Fund of Canada by instalments; on the completion of each ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, to be established by the report of the said Minister."

Provided always, that the granting of such subsidy shall be subject to such conditions for securing such running powers or traffic arrangements, and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with that so subsidized, as the Governor in Council may determine.

And whereas by another Act passed in the forty-eighth and forty-ninth year of Her Majesty's reign, chapter fifty-eight, it was made lawful for the Governor in Council to grant for a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, to Edmundston, in the province of New Brunswick, a subsidy not exceeding two thousand eight hundred dollars per mile for seventy-five miles, and six thousand dollars per mile for eight miles, nor exceeding in the whole two hundred and fifty-eight thousand dollars; the said subsidy to be in addition to the subsidy authorized, a subsidy not exceeding in the whole four hundred and ninety-eight thousand dollars, and to be granted for the said railway upon the terms and conditions specified in the said Act, and payable out of the Consolidated Revenue Fund of Canada, and for the purpose of incorporating the persons undertaking the construction of the said railway and those who shall be associated with them in the undertaking, the Governor may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, which shall be similar to such of the franchises, privileges and powers granted to railway companies during the present session (1885), as the Governor shall deem most useful or appropriate to the said undertaking; and such charter, being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada. And whereas the Temiscouata Railway Company has

been duly incorporated under the provisions of the Act last hereinbefore mentioned by an Order in Council of the 6th day of October, A.D. 1885, published in the *Canada Gazette* of the 10th October, 1885, and has been organized in accordance with the charter so granted.

AND WHEREAS the Governor in Council has duly approved of the descriptions and specifications hereto annexed, marked "A," as the descriptions and specifications for the construction of the railway from a point on the Intercolonial Railway at Rivière du Loup, in the province of Quebec, to Edmundston, in the province of New Brunswick.

NOW THIS AGREEMENT WITNESSETH, that in consideration of the said subsidy to be paid in the manner aforesaid, the Temiscouata Railway Company covenants and agrees to and with Her Majesty, Her heirs and successors, in manner following, that is to say:—

1. That the company shall and will well, truly and faithfully make, build, construct and complete a line of railway from a point on the Intercolonial Railway at Rivière du Loup, in the province of Quebec, to a point at Edmundston, in the province of New Brunswick, and all bridges, culverts and works appurtenant thereto, and will build, construct and complete the said line of railways, bridges, culverts and all engineering services, whether in the field, or in preparing plans or doing other office works, to the entire satisfaction of the Governor in Council.

That the company shall and will locate and construct the said line of railway between the points above mentioned on such a course as will meet the approval of the Governor in Council, And the company further shall cause a survey to be made for a line running to the south-west of the line of the Government survey already made west of Lake Temiscouata and between such Government surveyed line on the River St. Francis; And that, before commencing the construction of this or any other portions of their line, the company will submit plans of their location and obtain the approval thereof from the Governor in Council.

3. That the gradients and alignment shall be the best that the physical features of the country will admit of in conformity with the aforesaid specification hereto annexed marked "A."

4. That the company shall and will furnish profiles, plans and bills of quantities of the whole line of railway in ten-mile sections, and that before the work is commenced on any ten-mile section, such profiles, plans and bills of quantities shall be approved by the Governor in Council, and before any payments are made, the company will furnish such further returns as may be required to satisfy the Minister of Railways and Canals as to the relative value of the works executed with that remaining to be done.

5. That the said company shall commence the works embraced in this agreement within three months and shall complete the same on or before the first day of August, A.D. eighteen hundred and eighty-nine, time being declared to be material and of the essence of this contract, and in default of such completion as aforesaid, on or before the said date, the company shall forfeit all right, claim or demand to any and every part of the subsidy remaining unpaid, as also to any moneys whatever, which may be at the time of the failure of the completion as aforesaid due and owing to the company.

6. That the company will upon and after the completion of the said line of railway and works appertaining thereto, truly and faithfully keep the same and the rolling stock required therefor in good sufficient working and running order, and shall continuously and faithfully operate the same.

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7. That the company will build, construct and complete the said line of railway and works appertaining thereto in all respects in accordance with the specification hereto annexed, marked "A"; and upon a line of location to be approved of by the Governor in Council.

8. That the granting of the said subsidy shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with the said line of railway so subsidized as the Governor in Council may determine.

9. And that the said line of railway and works appertaining thereto, together with all the franchises, rights, privileges, property, personal and real of every character, shall upon completion of the said line of railway and works appertaining thereto, be the property of the company.

IN WITNESS WHEREOF, "The Temiscouata Railway Company" have caused their corporate seal to be affixed hereto and these presents to be signed by the president and by the secretary of the said company, and the Minister of Railways and Canals hath hereunto set his hand and caused the same to be sealed and countersigned by the secretary of the Department of Railways and Canals.

Signed by the president and by the secretary
of the said company, the corporate
seal of the company having been here-
unto affixed, in the presence of

T. J. RITCHIE,
J. A. ROY,

A. R. McDONALD,
President.
ED. H. CREAU,
Secretary.

Signed and sealed by the Minister and
by the secretary of the Depart-
ment of Railways and Canals,
in the presence of

H. A. FISSIAULT.
M. DESJARDINS.

J. H. POPE,
Minister of Railways and Canals.
A. P. BRADLEY,
Secretary.

Exhibit "LJ" 131, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL,
Clerk, R.C.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council,
approved by His Excellency the Governor General in Council on the 21st
September, 1891.

On a memorandum dated the 15th September, 1891, from the Acting Minister of Railways and Canals, representing that under date the 10th September instant, the Temiscouata Railway Company have furnished a plan and profile of the St. Francis branch showing the line as constructed.

The Minister, on the report of the chief engineer of Government railways, to the effect that the slight deviations made improving the line there should be approved, recommends that the location so shown be approved in place of that accepted by the Order in Council of the 31st December, 1888.

The committee submit the same for Your Excellency's approval.

JOHN J. MCGEE,
Clerk, Privy Council.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 24th December, 1890.

On a memorandum dated 18th December, 1890, from the Minister of Railways and Canals, representing that under date the 12th December, instant, the Temiscouata Railway Company have applied asking that the permission to use timber, 'good sound white cedar of not less dimensions than 12 x 12 inches' for their truss bridges, abutments and piers, which was inserted in the subsidy contract made with them for their main line, be extended also to their branch line from Edmundston towards River St. Francis, 20 miles, for which a subsidy contract was made on the 22nd of January, 1889, but which did not contain this provision.

The Minister recommends that authority be given for the acceptance of wooden abutments and piers to truss bridges as though such provision had been made, the contract being amended accordingly.

The committee advise that the requisite authority be granted.

JOHN J. McGEE,
Clerk, Privy Council.

OTTAWA, 7th January, 1891.

Under the special provision to that effect of the 16th clause of the contract made on the 22nd of January, 1889, with the Temiscouata Railway Company for the construction under subsidy of 20 miles of railway from Edmundston towards the River St. Francis, permission is hereby given for the use of pile trestles to be approved by the chief engineer of Government railways at the following stations :—550, 580, 643, 694, 710, 775, 891, 901, 920 and 1049, the timber of which they are composed being white pine.

JOHN A. MACDONALD,
Minister of Railways and Canals.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 26th October, 1889.

On a memorandum dated 22nd October, 1889, from the Minister of Railways and Canals, recommending, on the application of the Temiscouata Railway Company, approved by the chief engineer of Government railways, that they be permitted to construct on their subsidized line (20 miles) from Edmundston towards the river St. Francis, wooden box culverts in embankments of 12 feet in height and under, provided that such culverts be built of good sound cedar not less than 10 inches by 10 inches, the contract, dated the 22nd of January, 1889, being modified to this extent only.

The committee submit the same for Your Excellency's approval.

JOHN J. McGEE,
Clerk, Privy Council.

OTTAWA, 22nd October, 1889.

In accordance with the provision of clause No. 16 of the specification attached to the contract made with the Temiscouata Railway Company, on the 22nd of January, 1889, for the construction under subsidy of a line of

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railway from Edmundston towards the river St. Francis, I authorize the said company to construct trestle bridging as follows on the said line :—

At station 93—Pile trestle 60 feet long, 15 feet high.

At station 118—Trestle on piles 185 feet long, 25 feet high.

At station 182—Trestle on piles 135 feet long, 30 feet high.

At station 251—Trestle on piles 300 feet long, 70 feet high.

At station 357—Piles trestle 120 feet long, 16 feet high.

This concession is made on the condition that said structures be built upon cedar pile foundations, well driven, the cedar to extend in all cases clear of the finished surface of the earth, and that the rest of the trestle be built of good white pine on a plan satisfactory to the engineer in chief of Government railways.

JOHN A. MACDONALD,
Acting Minister of Railways and Canals.

A.

SPECIFICATION AND DESCRIPTION.

1st. The railway shall be a single track line with gauge four feet eight and one-half inches, with necessary sidings.

2nd. The alignments, gradient and curvature shall be the best the physical features of the country will admit of, the maximum grade not to exceed seventy feet to the mile, except at the junction, where two short grades of 80 feet to the mile occur, and the minimum curvature not to be of less radius than eight hundred and eighteen feet or 7°.

3rd. In all wooded sections the land must be cleared to the width of not less than fifty (50) feet on each side of the centre line ; all brush and logs must be completely burnt and none thrown on the adjacent land.

4th. All stumps must be grubbed out within the limits of cuttings under three feet in depth, or embankments less than two feet in height.

5th. All stumps must be close cut where embankments are less than four feet and more than two feet in height.

6th. The railway must be enclosed with substantially-built legal fences, of wire or wood, with the necessary gates and crossings to accommodate the farmers.

7th. Road crossings with cattle guards and sign boards shall be provided at all public highways crossing the railway on a level with the rails.

8th. The width of cuttings at formation level shall be not less than twenty (20) feet, embankments not less than fifteen (15) feet, when settled into place.

9th. Efficient drainage must be provided by open ditches and under-drains.

10th. All bridges, culverts and other structures must be of ample size and strength for the purpose intended ; piers and abutments of truss bridges must be of massive masonry, and culverts under embankments over twelve feet in height must be of well built, strong second class masonry, or iron, made of durable and suitable materials, thoroughly permanent in character ; and equal in every essential particular to the best description of like work employed in similar railway work in the Dominion.

11th. Open or beam culverts in embankments less than twelve feet in height may be of cedar wood not less than 10 inches, except the track stringers which may be of sound pine, white oak, tamarac or spruce timber, not less than 12 inches by 14 inches. The span shall not exceed 14 feet, and they

shall be constructed on a plan approved by the Minister of Railways and Canals. Superstructure of truss bridges may be of sound white pine or Georgia pitch pine wood, or if the trusses are covered in from the weather and shingled, in such case, straight-grained spruce timber may be used.

12th. The rails shall be of steel, weighing not less than fifty-six (56) pounds per lineal yard, of approved section, and with the most approved fish-plate.

13th. The railway must be well ballasted with either gravel or other suitable material. The sleepers to be 8 inches face by 6 inches thick and 8 feet long—2,600 to the mile.

14th. Sufficient siding accommodation, stations, tanks, turntables or Y's and such other structures and buildings as may be necessary to meet the requirements of the traffic shall be provided by the company.

15th. Sufficient rolling stock necessary to accommodate and to conduct promptly and sufficiently the traffic and business of the line shall be provided by the company, of which the Minister of Railways and Canals shall be the judge.

16th. Wooden box culverts will not be permitted under any circumstances, and trestle or pile bridges will not be allowed except upon the written authority of the Minister of Railways and Canals. The timber of which they are to be constructed must also be approved by the Minister.

THIS CONTRACT AND AGREEMENT make the 22nd day of January, in the year one thousand eight hundred and eighty-nine.

BETWEEN Her Majesty the Queen, acting in respect of the Dominion of Canada, and herein represented by the Honourable John Henry Pope, Minister of Railways and Canals, of the first part, and the Temiscouata Railway Company, of the second part.

WITNESSETH, that whereas it is, in and by an Act passed in the session of the Parliament of Canada held in the fifty-first year of Her Majesty's reign, chaptered three, and intituled "An Act to authorize the granting of subsidies in aid of the construction of the lines of railway therein mentioned," amongst other things in effect enacted "that the Governor in Council may grant—

To the Temiscouata Railway Company for 20 miles of their branch railway from Edmundston towards the St. Francis River in the province of Quebec, in view of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of \$100,000 (one hundred thousand dollars), the said railway to be commenced within two years from the first day of August, A. D. 1888, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and to be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the company with the Government, and which the Government is thereby empowered to make; the location of such line of railway to be subject to the approval of the Governor in Council; the said subsidy to be payable out of the Consolidated Revenue Fund of Canada by instalments on the completion, to the satisfaction of the Minister of Railways and Canals, of each section of the railway of not less than 10 miles, proportionate to the value of the portion so completed, in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized.

AND WHEREAS the Governor in Council has duly approved of the descriptions, conditions and specifications hereto annexed, marked "A," as

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the descriptions, conditions and specifications for the construction of the said railway.

NOW THIS AGREEMENT WITNESSETH, that in consideration of the said subsidy to be paid in the manner aforesaid, "The Temiscouata Railway Company" covenants and agrees to and with Her Majesty, Her Heirs and Successors in manner following, that is to say :—

1. That the company shall and will well, truly and faithfully make, build, construct and complete a line of railway from Edmundston towards St. Francis River, a distance of twenty (20) miles, the points and approximate route and course being shown on the map filed in the Department of Railways and Canals, and all bridges, culverts and works appurtenant thereto, and will build, construct and complete the said line of railway, bridges and culverts, and perform all engineering services, whether in the field or in preparing plans or doing other office works, to the entire satisfaction of the Governor in Council.

2. That the company shall and will locate and construct the said line of railway on as straight a course as practicable, between the points above mentioned, with only such deviations as may seem absolutely indispensable to avoid serious engineering obstacles, and as shall be allowed by the Governor General in Council.

3. That the gradients and alignment shall be the best that the physical features of the country will admit of, in conformity with the aforesaid specifications hereto annexed, marked "A."

4. That the company shall and will furnish profiles, plans and bills of quantities of the whole line of railway in 10-mile sections, and that before the work is commenced on any 10-mile section, such profiles, plans and bills of quantities shall be approved by the Governor in Council, and before any payments are made, the company will furnish such further returns as may be required to satisfy the Minister of Railways and Canals as to the relative value of the works executed with that remaining to be done.

5. That the said company shall commence the work embraced in this agreement within one year from the date hereof and shall complete the same, to wit :—by the first day of August, A.D. eighteen hundred and ninety-two (1892), time being declared to be material and of the essence of this contract, and in default of such completion as aforesaid on or before the said date or dates, the company shall forfeit all right, claim or demand to any and every part of the subsidy remaining unpaid, as also to any moneys whatever which may be at the time of the failure of the completion as aforesaid due and owing to the company.

6. That the company will upon and after the completion of the said line of railway and works appertaining thereto, truly and faithfully keep the same and the rolling stock required therefor in good sufficient working and running order, and shall continuously and faithfully operate the same.

7. That the company will build, construct and complete the said line of railway and works appertaining thereto in all respects in accordance with the specification hereto annexed, marked "A"; and upon a line of location to be approved of by the Governor in Council.

8. And that the said line of railway and works appertaining thereto, together with all the franchises, rights, privileges, property, personal and real, of every character, shall, upon completion of the said line of railway and works appertaining thereto, be the property of the company.

IN WITNESS WHEREOF, "The Temiscouata Railway Company" have caused their corporate seal to be affixed hereto and these presents to be signed by the president and by the secretary of the said company, and the said Minister of Railways and Canals hath hereunto set his hand and caused the same to be sealed and countersigned by the secretary of the Department of Railways and Canals.

Signed by the President and by the Secretary
of the said company, the corporate seal
of the company having been hereto
affixed, in the presence of

E. S. CREAM.

A. K. McDONALD,
President.
E. D. BOSWELL,
Secretary.

Signed and sealed by the Minister and by the
Secretary of the Department of Railways
and Canals, in the presence of

H A. FISSIAULT.

J. H. POPE,
Minister of R. and C.
A. P. BRADLEY,
Secretary.

Exhibit "JS" 2, for the Crown ; filed 22nd September, 1892.

G. HAMEL,
Clerk, R. C.

ON THIS DAY, the tenth of July, one thousand eight hundred and eighty-three.

Before Cy. Tessier, the undersigned, notary public for the province of Quebec, Dominion of Canada, residing in the city of Quebec, personally came and appeared,

"The Quebec and Lake St. John Railway Lumbering and Trading Company," duly incorporated and having its principal place of business at the city of Quebec, represented in this deed by "William Withall," of the said city of Quebec, Esq., merchant, president, and "James Guthrie Scott" of the same place, Esq., secretary of the said company, hereunto present and specially authorized for all and every the purposes of this deed by a resolution of the shareholders of the company at a general meeting held at the office of the company, on this tenth July, one thousand eight hundred and eighty-three, herein called "The Company" of the first part;

AND HORACE JANSEN BEEMER, of the city of Montreal, Esq., contractor, herein called "the contractor," who, hereby, for the purposes hereof makes election of domicile irrevocable at the city of Quebec, in the office of the undersigned notary, until he establishes an office in this city, of which the company shall be duly notified, which office when duly made known to the company shall be irrevocable domicile of the contractor for the purposes hereof, of the second part.

WHICH SAID PARTIES have declared, covenanted and agreed as follows, that is to say :—

Clause 1st.—The said contractor doth by these presents bind and oblige himself to and in favour of the said company, for and in consideration of the covenants, conditions and agreements hereinafter mentioned, to find and fur-